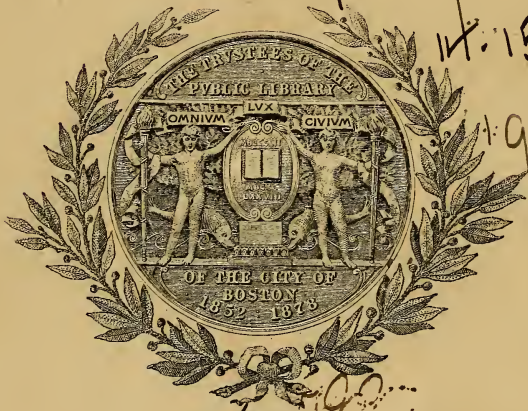


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OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

JANUARY, 1916

50 Cents Per Year; 30 Cents in Boston Postal
District (for extra postage) 5 Cents Single Copy

L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

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Writes Myers of Larned, Kansas

Albert Bassett

*Mar. 6, 1924 \$4009.20
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HENDEE MANUFACTURING COMPANY
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OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

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Vol. 14, No. 1

JANUARY, 1916

5 Cents

A NEW LEAP YEAR.

A new year and a new volume. Our fourteenth year under the present title, but if we take into consideration the many journals that have served the organship we now enter upon our 58th volume.

It might not be a half bad idea to call a meeting of past editors. Wouldn't it be a jolly gathering? Jenkins, Dean, Elliott, Waterman, Lincoln, Aaron, Baird, Berger, Barrett, Van Sicklen, Esstee and the rest, and require that every one of them ride a bicycle to the place of merriment. May we be there to see.

A happy New Year, one and all, with never a puncture and never a fall. May roads be good where'er you stray, and slightly down grade all the way.

Why do we celebrate any event? Why a birthday, at any rate after youth has wholly passed? Are men usually glad to be reminded that they have attained, say, their fiftieth birthday? Are women pleased with such a reminder? Why attach peculiar significance to the first day of a new year? It is only a matter of calendar and arrangement that it is the first day; we have chosen to agree that it shall, for our convenience, be called the first day of

a period of twelve months which we have designated a year to suit ourselves. The answer to all such questions, we fancy, is to be found merely in the fact that human beings do like celebrations, and that nothing can prevent men from attaching a certain significance to the recurrence of particular days. New Year's Day is one of the anniversaries which is observed to a greater or less extent by most people, jubilantly by some, more quietly by others. Boston has, until quite recently, been in the habit of all but ignoring New Year's, while New York and pretty much all the rest of the world make as much of it as of Christmas. The Puritan habit of mind has yielded on the celebration of Christmas and of Easter, and is at last thawing out as regards New Year's, too.

When standing armies get tired do they rest themselves on the seat of war?

Now we are in a leap year. How many people are aware of the origin of that special female prerogative belonging to leap year? By an Act of the Scottish Parliament passed during the reign of Margaret, "Every maiden of both high and low degree shall have liberty to speak to the man she likes." And mark this, all ye bachelors of the year 1916, "If he refuse to take her to be his wife he shall be mulct in the sum of £100 or less, as his estate may be, except and always if he can make it appear that he is betrothed to another woman then he shall be free."

Now we will all smear our bicycles with vaseline and hang them on the wall. In future we must get our outside exercise with the snow shovel.

We note that in Chicago's annual road race for bicycles there were forty-two riders and the thirty-ninth man at the finish was A. Zimmerman. What's in a name?

THE LITTLE OLD BICYCLE.

Sing we the praise of the Little Old Bicycle,
Cherished companion of days that are past,
Welcome successor to childhood's crude tricycle,
Comrade today and true friend to the last.
Automobiles are absorbing the highways,
Sidecars and cyclecars flourish today,
Swift motorcycles are treading the byways,
But the Little Old Bicycle showed them the way.

Great are the pleasures of automobiling,
Touring the land in luxurious ease,
Adding a motor takes toil out of wheeling,
Power-pushed wheels have sincere devotees.
Hence, while reclining in slothful inaction,
Carried in comfort up hill and down dale,
Often we think with extreme satisfaction,
That the Little Old Bicycle blazed out the trail.

Many's the mile that our wheels have transported us,
Legion the leagues we our pedals have plied,
Shady retreats and soft breezes have courted us,
Tree-bordered avenues tempted to ride.
Truly we say, then, that never a lane there is,
Never a road, from the best to the worst,
Never a highway, secluded or main, there is,
But the Little Old Bicycle traveled it first.

B-I-C-Y-C-L-E,
That's what makes us gay and free,
Strong and hearty as can be,
B-I-C-Y-C-L-E.

Quincy Kilby.

L. J. Berger, editor of the Pacific Motorcyclist, has left the editorial chair and will engage in other business. He will be succeeded by John J. O'Connor who was for several years on the Bi World with R. G. Betts and lately has been with the Hendee Mfg. Co. in the advertising department.

The Pickwick Bicycle Club, of London, the oldest cycling club in the world, partook of its 46th dinner in November. The Boston Bicycle Club will eat its 39th dinner in February. The Newton Bicycle Club will dine

for the 222d time on Jan. 13th, 1916. The latter seems to have, to a greater extent than the older clubs, improved its time. The 222d dinner will be held in Chinatown at The Royal and it will be a Ladies' Night. The members are expected to use chop sticks.

It's "investment" if you win and "speculation" if you lose.

Nov. 19, 1915, Edwin G. McInnis, L. A. W. member No. 485, and a Boston lawyer, was knocked down by an automobile while he was crossing Milk Street at Federal. He was taken to the Relief Hospital, where he was found to be suffering from contusions about the head and face. The automobile which struck him is owned by Reuben Hyneman of 35 Milk Street, and was operated by him at the time of the accident. It was asserted by relatives of Mr. McInnis after the accident that a gold watch and a large sum of money known to have been in his possession were missing. Later reports tell of his recovery from his injuries.

If the motor car had been invented earlier many of our existing railways might never have been built.

If you find yourself in a rut, remember that a rut is the smoothest part of the road.

How to find a needle in a bundle of straw: Ride over the straw with pneumatic tires.

D. M. Shepley, our Vermont member, who was with us at the National Assembly and at the W. A. T. H., is entitled to congratulations. The stork brought a boy to his home on December 1, and the scales proclaimed 9 1/2 pounds. We offer to the parents our sincere congratula-

tions, and we hope that the wheel will not go out altogether until the boy gets a chance to ride it.

The forty-sixth annual dinner of the Pickwick Bicycle Club of London, was held on Saturday, November 27. This is the oldest cycling club in the world. The President, E. J. O'Reilly (Scorcher) occupied the chair. There was eating, speaking, singing, yarning and toasting, and all went merry as a cycle bell. The Irish Cyclist says of the occasion: "The affair went with a bang from the start, which may have been due, to some extent, to the fact that the chairman, before the proceedings commenced, implored the head waiter to get the wines on quickly. Thirsty men are never at their best. As is the beautiful custom of the club, members drank with each other, so that they were constantly popping up all over the room; each table drank with the other tables, and eventually the President expressed a burning desire to take wine with anyone with whom he had not already done so." Nothing like getting together with legs under a table to set jollity and good cheer agoing.

Robert Lawson, of Brooklyn, N. Y., has been famous in the past as a long distance rider and now he has started on a tour to beat his own record. Starting July 26, 1914, he completed a tour of 18,845 miles. Nov. 16, 1915, he started on a tour during which he hopes to ride 25,000 miles. He will go South, down the east coast of Florida and up the west coast. He will then follow the Gulf coast westward to Texas, then west to Arizona and southern California, after that his route is uncertain.

Would you call coronation robes reigncoats.

The Hudson County Wheelmen, of Bayonne, N. J., held their annual 50 mile run on Sunday Oct. 31, 1915. From Jersey City to Woodbridge, N. J., and return was

the route chosen. Fifty riders participated, and, of these, four were League members. A. R. Jacobson and J. M. Mitchell, of the L. A. W., acted as pacemakers. Silver loving cups were awarded to survivors. The Century Road Club was well represented by its crack riders, and at the sprint races which were held after dinner the C. R. C. scored the greatest number of points.

Our resident Paris member is not in a peaceful state of mind. He had not a little trouble in getting the money for his dues. This from James Milton Erwin, L. A. W. member No. 303. "I fear that I owe my L. A. W. subscription for 1915, and 1916 will be claiming attention a little later. Anyhow, herewith is a one-dollar bill. I obtained said bill after considerable shopping and bargaining at various banks. All kinds of prices are now asked for dollars in this locality. Some of the dealers offer them on their counters at 5.95, others display them in their windows with tickets on them: 'Going cheap at 6 francs: buy now and avoid the boost.' I got the enclosed at 6 even. Never did I realize so much the value of a dollar, not even when I was a kid and earned one with four days' work at planting corn. I hope you understand the sense of this transaction—I am obliged to send you a dollar bill in paper because it is inconvenient to ship gold, much as I would prefer to aid in reducing the exchange rate. When the time comes I will send you another dollar for 1916 unless the market price here runs up too high. If by that time, however, if the Huns are beaten, I won't kick at any price."

Here are two Scottish stories from the cycling column of the "Licensed Victuallers' Gazette." They were told by cycling tourists. The first runs: "While in Scotland I stopped at a farmhouse for a cup of milk. The view from the house was a very beautiful one, and as I stood drinking the milk and gazing about me I said, 'This is a

superb place to live.' 'Ou aye,' replied the farmer, 'it's a' richt; but hoo'd ye lak it, mon, to hae to walk fifteen mile ilka time ye need a bit glass o'whuskey?' 'Oh, well,' said I, 'why don't you get a gallon of whiskey and keep it in the house?' 'Whuskey,' he replied, 'won't keep.' " The scene of the second story was an hotel in the Highlands, where a party of tourists questioned a gillie as to the prospects of securing game. "Are there any deer about here?" one of the party asked. "Well," replied the gillie, "there was one, but the gentlemen were aye shooting and shooting at it, and I'm o' the opinion that it left the district."

The following very pretty story is told by a correspondent of the C. T. C. Gazette:

This Spring, in the neighborhood of Chobham, Surrey, a robin took forcible possession of a bicycle belonging to a friend of mine. The bicycle (a lady's machine in constant use) is kept in an outhouse, and the robin, taking a fancy to the wicker carrier strapped to the handle bars,, proceeded to build therein its nest. My friend, anxious not to disturb the little bird, thereupon removed the carrier from the bicycle and hung it upon the adjacent wall of the shed, thinking that the robin would then be content to build in peace, whilst she, on the other hand, would be free to use her bicycle when it so pleased her. She reckoned without her host—or, to be accurate, her guest—for the robin, not having been a party to this arrangement, refused to be bound by its terms and abandoned all further attempt at nest-making until the carrier was restored to the bicycle. A compromise was at length effected by which the fair owner of the bicycle was to ride it whensoever she pleased provided the robin was to have at other times unrestricted access for the purpose of completing its nest in the carrier. For some time this agreement was loyally carried out by both parties, and the nest proceeded apace, until one unhappy day when the lady's

husband, being wroth at the limitations imposed by the robin, emptied the nest out of the carrier on to the roadside. Without losing heart the little bird at once began to construct a new nest in the same place, and I rejoice to be able to put an ending to this tale as happy as it is true, for this time the nest was finished and in due season five little white eggs appeared snug in its hollow. . Now, I have good reason to believe, five more robin redbreasts have gone out into the world, bearing their message of joy and hope to all mankind.

The novel self-starting method used by Philip Ballard of Millbury for his automobile is bouncing up and down on the seat a few times. This works admirably in front of Ballard's store, for it causes the machine to move down the incline just enough to start the engine. Ballard sometimes can start the machine by extra bouncing even on a level stretch.

While passing through a Dublin street the other evening, one of our staff witnessed an incident that was not without a touch of humour. A motor cyclist clothed in orthodox garb, even to the tassels on his gaiters, came out of an hotel accompanied by two small schoolboys. At the kerb stood a motor cycle and sidecar. Into the latter the man proceeded to stow the little boys, tucking them up carefully. He then got into the saddle, and was about to start when he seemed suddenly to remember that he was wearing his cap with the peak in front. He reversed it, and was then seized with a fresh inspiration. He dismounted and, coming round to the footpath, gravely proceeded to reverse the diminutive school caps worn by the youngsters. Then, apparently quite satisfied, he remounted and drove off.—Irish Cyclist.

To be all right in the dress line is, with some men, a religious duty.

The Sunday Chronicle of London, England, has been regaling his readers with stories of elderly men who are able to perform wonderful feats of endurance on their bicycles. It caps the lot by an instance of a young spark of over 80, Mr. James Griffiths, of Cardiff, who recently took a holiday cycling tour in Devonshire, averaging from 70 to 80 miles a day, and felt so rejuvenated thereby that he took unto himself a wife! Could any better proof be given of the marvelous effect of consistent cycling?

"So you bought one of those automobiles they tell so many funny stories about."

"Yes," replied Mr. Chuggins. "And it is saving me a lot of trouble and wear and tear. When your friends tell you jokes about your car they don't expect you to ask them to ride around in it."—Washington Star.

Scorcher of the Irish Cyclist has been sick and confined to his bed. During his illness he saw a Zeppelin raid, which he tells about.

"Hooray! I have seen my first Zeppelin raid. For the first few seconds it was a terrifying hair-raiser, but afterwards, it became a magnificent spectacle at which one gazed spell-bound. It had been my first day up after a week of up-to-date torture with every modern refinement, and I had just fallen off into the sleep of the just, when—Crash! It seemed to be just outside the window, a most hideous din. I jumped nearly as high as the ceiling, and then Herself and I exclaimed with one voice: 'Zeps!'—for there was no room for doubt as to what it meant. Herself hastily put on some wraps and went on the roof, where she saw the sight of her life. I was like a rat, or a lion, or something of that sort, in a cage. I was as weak as a cat and couldn't dress, and even if I could, I dare not go out for fear of a relapse, so there was nothing for it but to stay up there next the sky and wait patiently to be blown up or burnt to death in the usual manner, or per-

haps, to be carried down an impossible ladder by a super-fireman, and I with the scantiest apparel on; or, maybe, have to jump from the window on to a mattress sixty feet below. All these things rushed through my distorted mind, as the guns roared and belched, and the building shook like an apple on its stem. 'Ha!' I exclaimed, 'the window, the window!' just as if I were on the stage of the Lyceum. I went to the window. It was fine! A beautiful night. Over to the south-east the 'Zep' lay poised in space, like a huge cigar in silvered paper. Searchlights were focussed on her, and shells were bursting all around her. They seemed to be within inches of her. I yelled, 'Another yard, boys, and you will get the blighters.' It was like some gorgeous display of hellish fireworks. It seemed that the ship was fairly cornered. The atmosphere was plainly too unhealthy for her. Her progress seemed to be stopped as a spider's might be. She could go no further west. Realizing this, she disappeared into the east, coming into view a couple of times, before finally going back to the infernal regions."

While he was sick in bed his good friend, A. J. Wilson (Fred), thought to do him a good turn and wrote up matter for the regular column of the "Scorcher" in the Cyclist. This he signed "The Cooler," and in the same number appeared a scorcher and a cooler served up in the same style.

A New Velocipede—On Thursday a considerable crowd assembled along the New Road to witness the performance of a new velocipede upon an ingenious construction. It consists of two large light wheels, about six feet in diameter, upon the suspension principle, connected by a crooked axle, upon the center of which the operator sits and propels the machine with his feet at a velocity truly surprising. It proceeded up the steep ascent of Pentonville Hill at the rate of 16 miles an hour.—London Watchman, Dec. 6, 1837.

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105 Central Avenue, Newtonville, Mass.

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Organized May 31, 1880

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We invite men of good character to join us in prosecuting the good work we have undertaken.

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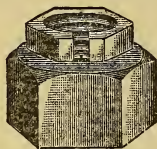
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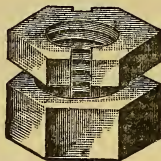
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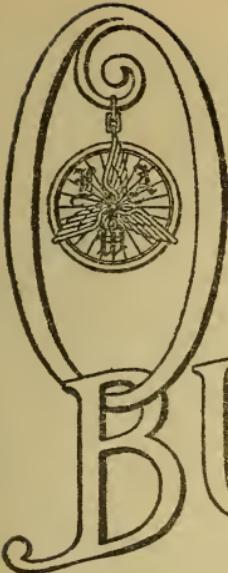
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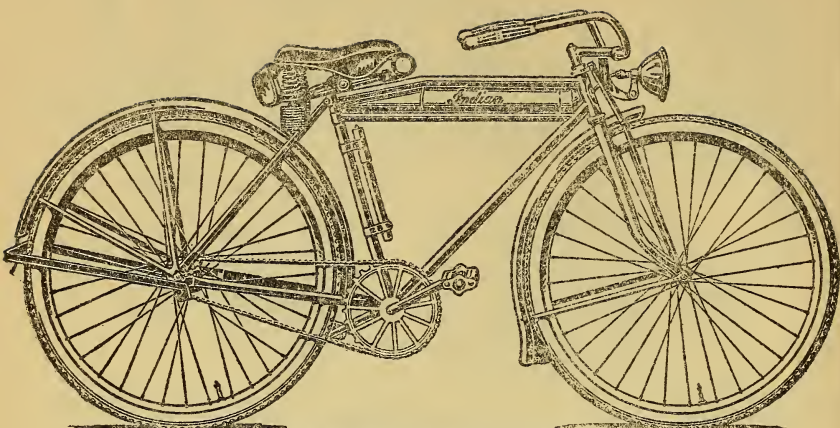
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OFFICIAL BULLETIN

AND SCRAP BOOK OF
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ABBOT BASSETT - EDITOR

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FEBRUARY, 1916

5 Cents

WELCOME TO THE VALENTINE MONTH.

The shortest month in the year carries the burden of an extra day in the Ladies' Year.

Here is the pretty legend which tells why February has only 28 days or 29 days: Long ago, they say, February was a gambler and he was so unlucky that he soon lost all his money. Like other gamblers he tried to recover it, and he said to his companions that if they would lend him some money he would give them as security one of his days. January and March, who were naturally associated with him more often than any of the other months, accepted this offer, and as poor February soon lost the money which he had borrowed, each of them acquired one of his days. That is why January and March each have 31 days and February only 28 in ordinary and 29 in leap years.

The Boston Bicycle Club will sit down to its annual dinner on Saturday, February 12th.

Does a wheel need a pocket to carry its nickel?

A lady member of the L. A. W. wants to solve a problem which seems to give her some trouble. She was born on the 29th of February and she asks:

"If a girl was born February 29, when should she cele-

brate her birthday—on February 28 or March 1? Referring, of course, to the years when February has but 28 days.”

There is an argument for both sides. She was born on the day after February 28 and on the day before March 1. If the 28th is proposed, those of the other side will naturally say that nobody is born on the day before the birth occurred. And of course on the day after she was a day old. Why not celebrate on both sides of the day that isn't there?

It is easy for a Chinese to remember his birthday, for it is always the first day of the year. On the day that he is born a Chinese is one year old. The next first day of the year he is two years old. It matters not if he be born as late as December 31, for he is one year old on that day and two years old the next day. This simplifies things but it ignores facts.

A bore is a man who, when he has an hour to spare, goes and spends it with some one who hasn't.

Ground Hog Day, February 2—This day Sir Ground Hog will come forth to rubber for his shadow, and if he does not see it, why! Ground Hog will be right glad O! For then he'll know that gentle Spring will very soon be coming—that buds will burst, that birds will sing and vagrant bees come humming. But if he sees his shadow—scat! for six weeks you'll not find him—he'll jump back in and tie his hole in a double knot behind him.

The best way for a man to get out of a lowly position is to be conspicuously effective in it.

Many people praise the promptness with which the sun gets up in the morning, but we notice that it never shows itself until daylight.

In the halls of Congress they are talking about making a new State of the northern peninsula of Michigan and

calling it Superior. This same question came before the L. A. W. many years ago. The northern peninsula wanted to set up for itself, but the southern peninsula would not have it so. Undoubtedly history will repeat itself.

The New Haven Bicycle Club Veteran Association held its annual dinner on Monday evening, January 24th.

The annual six-day bicycle race in New York was won by Grenda and Hill with a mark of 2,778 miles, eight laps, breaking all records for the event. The best previous distance for six days of continuous riding was beaten by 11 miles, six laps.

The editor of a Matrimonial Magazine, through which 20,000 couples were wed, has died a bachelor. Some people undoubtedly do escape their just deserts in this world.

A despatch from Melbourne says that Erwin Baker, an American motorcyclist, covered 930 miles in 24 hours. This is a world's record. The previous professional motorcycle record for 24 hours, 775 miles, 1,340 yards, was made by H. H. Collier, Cannington, Eng., May 5, 1909. The amateur record for 24 hours is 1,093 miles, 1,651 yards. It is held by Charles Spencer, who made it at Springfield, Mass., in October, 1909.

At the Amateur Night and Dance, promoted by the New York Division of the Century Road Club Association, the Club House at 54th Street was jammed, many of the audience in the rear finding only standing room. During the various Amateur acts, refreshments were served, after the Master of Ceremonies, Sylvain Segal, made mention of the fact that refreshments were to be had. After the acts and the finding of the winners of the various cash prizes, the floor was cleared and dancing

was in order until midnight, when "Home, Sweet Home" was played. The winner of the first prize, which was decided by the most applause, was Edward Gavin, who gave an exhibition in breaking straps, weight lifting, etc. The second prize went to Robert Einson, who gave an act showing how to escape from a regulation straight jacket, and the third prize went to the impersonator and monologist, Henry Engel, giving an impersonation of the famous "Good Mornin' Judge." The other acts were Prof. Clinton Verges, at tricks with cars; Ernest Schaffer, a real amateur at balancing and juggling; Billy Grimms, the veteran jigger; while J. Schulian, who had expected to give a Bag-Punching exhibition, blew his bag too hard and so burst the inner bladder, which put him out of the show.

The annual meeting of the Boston Bicycle Club was held at the Boston City Club on Wednesday, January 13th.

The following officers were elected:—President, Edward F. Lowrie; Secretary, Augustus Nickerson; Captain, Walter G. Kendall. Governing Committee:—W. G. Kendall, W. H. Edmands, John J. Fecitt, Theodore Rothe, J. Rush Green. Dinner Committee:—Thos. H. Hall, A. M. Skinner, A. O. McGarrett. Wheel About Hub Committee:—W. G. Kendall, Fred D. Irish, Augustus Nickerson.

Captain Kendall read his report for the year, and in place of any word from himself about the Wheel About the Hub he read the account of this function as it appeared in the Official Bulletin.

A floral token of remembrance was sent to Arthur W. Robinson, who is ill at his home in Newton.

Invitations were received from W. H. Edmands for a field day to be held at his home on April 19; and from J. Rush Green for an outing at his sea-shore home at Annisquam, Cape Ann, June 17. It goes without saying that there will be a big turnout at both events.

The athletic associations are building a new amateur

rule. The old one was very short and concise. The new one is very long and elaborate. The old timers spent many precious hours quarreling over this rule, but now the whole thing looks like a plaything of childhood long since left behind. Let the present day athletes have it. It's a good thing to play with.

Dickson—What horsepower is your motor car, Mrs. Newrich?

Mrs. Newrich—Well, I heard Mr. Newrich tell some one that it was a 30 horsepower; but I think that must have been his fun, for the other day when we broke down two horses got it home quite easily.

Why not refer the question of peace in Europe to the wheelmen of the world. In cycling circles there are no jealousies, no hard feelings. Brotherly love rules where're the cycle runs. We have an idea that we could settle it ourselves if we could but be given a chance at it. Our hat is in the ring for chief arbitrator.

VALENTINES CONTRIBUTED.

To the President:

Will Hale, a health to you I drink—I pledge you in a stein; I am a faithful member—will you be my valentine?—Gertrude.

To Vice-President Gideon:

A king is what you ought to be—at least, thus I opine: so be my king of hearts today—my own dear valentine.—Nancy.

To Vice-President Merseles:

With every policy of yours, myself I would align, if for this one blest day of days you'd be my valentine.

Gladys.

The date and place of the Nineteenth Annual Banquet

of the Century Road Club Association will soon be announced by the newly elected President, Paul Thomas, who for the last eight or nine years has had charge of this Annual Re-union, getting as many as ninety-five of the cyclists and their friends together to the Banquet held in 1915. Expectations are, to increase this figure this year, to over the hundred mark, in view of all the work done by the Century Road Club Association in the increasing in use of bicycles in the eastern part of the United States.

The manufacturers of bicycles in the United States will try to produce a million machines in 1915. The highest figure reached in the boom days was less than 600,000. The manufacturers now claim that they have facilities equal to the production of a million and they promise to do it. Statistics prove that as many bicycles are being sold now as ever before, but we don't seem to see them on the road. The wheel has become, what we always claimed for it, a practical vehicle. It carries the workman to his work, the scholar to school and the householder to market and the post office. As a touring vehicle it has been pushed aside by the auto. This relegation to a machine of convenience we did not foresee, nor can we remedy. We have to accept things as they are.

"Cleanliness is next to Godliness." Very true! Washing day is next to Sunday.

Use sea water in your acetylene gas lamp and you will get a brighter light.

D. J. McIntyre, President, and H. W. Zarr, Secretary-Treasurer, will be the guests of honor at a banquet of the delegates and alternates of the Inter-Club Amateur Cycle Road Racing League. This banquet will be held at the Hungarian Restaurant, 161 West 46th Street, New York City, and the committee in charge will endeavor to show that the services of the above-named officers of the

"League" were duly appreciated by their co-workers. The tickets are limited in number to the number of representatives of the different clubs who are members of the "League," and each club will send its three representatives. This banquet is the result of action taken at a recent meeting, when a rising vote of appreciation was about to be extended to the 1915 officers, when it was suggested that something more concrete than a vote be extended, hence this banquet.

Ex-President I. B. Potter writes, *inter alia* from Riverside, Cal.: "I am sending you my latest portrait and I hope you will look at it at once, for old times' sake. (It will be hung above our desk at headquarters.—Ed.) Occasionally I meet an old League member in these parts. A few days ago we drove to the top of the San Bernardino mountains, and on the way I learned that our chauffeur was E. I. Hammond, one of the Boston racing men. You may not recall him but Lon Peck would. He had his troubles with the Racing Board, but appears to be a clean-cut, conscientious chap and a likeable one, too. Then my stenographer is a Boston girl, so you may see I have not cut away altogether from home ties. Walter S. Jenkins is at San Diego, but I haven't seen him yet. Had a short note from W. S. Bull a week ago. If I ever get time I intend to invite all the Southern California League members to my home for a reunion one of these days, and this will not exclude you my any means. Remember me to all my friends in the East."—Same warm hearted and genial Isaac.

The Bulletin needs and should have the liberal support of the cycling manufacturers. It never has had its fair share of advertising. Even in the days when the Bulletin had a circulation of 115,000 the trade bestowed its favor upon the journals that could not show a circulation above 2,000. We commend the Bulletin as a journal that is read from cover to cover by users and prospective purchasers of the wheel. We have many

old men in our ranks who still ride and who encourage their sons and daughters to ride. We believe it is the best advertising journal in the whole list.

Died in Outremont, P. Q., Canada, early in January, Albert Thomas Lane. He was among the early cyclists on this side of the water, if not the earliest, for he imported a bicycle from England in 1872. He was well known to the early cyclists of the United States, for he came to many of our Meets, Races and other functions. He joined the L. A. W. Oct. 2, 1880, as a member of the Montreal Bi Club. He was an Englishman by birth, having been born in Hertfordshire in 1849, son of the late Joseph Lane. He came across the water to Montreal in 1871 and entered the employ of the Montreal Warehousing Company, with which firm he remained until his death. He rode his imported bicycle for the first time on Dominion Day, 1872, and attracted very much attention. His example was soon followed, and the Montreal Bicycle Club was formed, of which Mr. Lane became a charter member, later on joining the Canadian Wheelmen's Association, of which he became president for a term. He had been in failing health for a few months, but had been confined to the house for only about three weeks. In the pocket of his coat was found, after death, a copy of the Official Bulletin containing the account of the death of his old friend, W. W. Stall, with whom he used to interchange home visits.

He is survived by a widow, 4 sons and 2 daughters. His son, Eric (19 years) has answered the call to fight for "King and Country." Mr. Lane was very proud of his soldier boy and his absence from home contributed somewhat to the father's illness. Mr. Lane made frequent trips to Boston and seldom failed to call at League headquarters to have a chat with the Secretary. He was a warm hearted, whole souled gentleman and one of those links to the past which his many friends will sadly miss.

The Crescent Bi Club of Baltimore, reports a club mileage for 1915 of 42,672 miles.

The St. Louis Cycling Club reports a total club mileage for 1916 of 43,500 miles. Average attendance at the club runs 26. One member, Geo. A. Bennett, aged 47 years, scored 9,410 miles.

A total of \$54,859,000 was expended by the states for road building in 1915, according to a circular just issued by the Secretary of Agriculture at Washington. In the list of states New York leads with \$15,000,000. California was second with \$7,000,000. Next came Pennsylvania with \$5,000,000. Maryland stands fourth, \$4,572,000. Other states that spent over \$2,000,000 are Ohio, \$3,300,000; Washington, \$3,107,000; Massachusetts, \$2,437,000; Illinois, \$2,100,000.

Improved roads to the extent of \$35,477 had been completed under state supervision at the beginning of 1915. The amount set aside by the states for road improvements amounted to \$211,859,000. Showing the way this policy of the states has grown in recent times, the circular states that \$104,000,000 of the total was appropriated by the states since the beginning of 1914.

Representative Wm. C. Alderson, of Georgia, has introduced a bill in Congress which shall make a license, taken out in his home State by the automobile owner, good in any other State as well. What a lot of trouble will by this be saved.

It isn't every man who is as careful of his own record as he is of the records of his canned music machine.

The English Automobile Association and Motor Union has made representations to the House Office on the subject of the danger caused by the driving of cattle and other animals on the road after dark without lights or any adequate means of indicating to approaching vehicles their presence on the road. It is the experience of

the Association that under ordinary conditions the practice is a prolific source of accidents, and the danger is, of course, greatly increased by the stringent lighting regulations now operative in many districts. The Association has suggested that the persons in charge be compelled to carry lamps of a suitable type both at the front and rear of the animals, and that there should also be an obligation upon these persons to signal to approaching vehicles.—Pall Mall Gazette.

What kind of a picture is suitable for a bicycle frame?

One of the oddest garages in the country is being planned by a Connecticut garage owner. He has obtained from the State department several thousand old license tags, for which the State could find no use, and has designed a garage which will be built entirely out of those tags. Aside from the advertising value of the odd-looking building, the owner expects it to give just as good service as any of the "sheet iron" garages erected in the country.

February 29 has been set aside as "Bicycle Day" by the dealers. They hope to make it a record day for bicycle sales.

With the close of 1915, came the close of the Annual Mileage Competition of the Gotham Motorcycle Club of New York, whose members make their headquarters in the motorcycle store and salesrooms of Louis Goldsmith, at Saint Nicholas Avenue and West 115th Street. The results of the competition were in one sense gratifying, in view of the fact that the beginning of the year was poor both for motorcycles and general business, and with about fifteen prizes offered, many of the members preferred not to trouble themselves tallying their mileage. The seventeen prize winners and their mileage are as follows: 1, C. Guilford, 9,210 miles; 2, T. F. Keary, 8,490; 3, W. Roberts, 6,981; 4, D. Parsons, 6,700; 5, H. Ostrom, 5,962; 6, H. Vosselman, 5,829; 7, C. Aldrich, 5,692; 8, E. Demmler, 5,185; 9, A. Miller, 4,649; 10,

G. Repke, 4,607; 11, C. Schultz, 4,365; 12, A. Briggson, 4,338; 13, N. George, 3,981; 14, W. Bolan, 3,939; 15, A. N. Tube, 3,382; 16, R. Suvan, 3,296; 17, C. Heinbockel, 2,965.

The St. Louis Cycling Club announces a ladies' night this February. There will be a lantern exhibition at which views of the Grand Canon of California, the Exposition and Colorado will be shown. The views were made by club members during club tours and besides scenery there will be pictures of the club members shown in the foreground.

The annual election for national and New York division officers for the Century Road Club Association, the mail vote for which closed December 21st, resulted in the choice of the following:

National officers—President, Paul Thomas, North Tarrytown, N. Y.; first vice-president, D. M. Adey, Brooklyn, N. Y.; second vice-president, E. Lee Ferguson, Kansas City, Mo.; recording secretary, Sylvain Segal, New York City; financial secretary, Ralph W. Zarr, New York City; treasurer, John M. Mitchell, Greenwich, Conn.

A Christmas tree party was held for the benefit of the members of the New York division of the Century Road Club Association at the Club House at 307 West Fifty-fourth Street, on Friday evening, December 25th. About fifty members gathered for the festivities, which started with the regular meeting, after which each member selected a ticket which represented the present he was to receive from Santa Claus. The results were in some instances very laughable. There was a Christmas tree in the center of the room which reached to the ceiling, lit with tiny candles and decorated with candied apples, canes and all sweetmeats as well as small Santa Clauses. Around the pedestal were grouped all the presents as well as much fruit and biscuit, and so a merry time was had by all the participants.

Under a recent decision of the state highway commission of Maine all of the state roads there will be put under a patrol system. Men stationed at various points will make daily tours over stretches allotted to them and will make necessary repairs where there are signs of breaking up in the highways.

NOMINATIONS FOR NATIONAL ASSEMBLY.

The following delegates have been regularly nominated for the National Assembly, L. A. W.:

New York, 10—Frank P. Share, Wm. M. Frisbie, George T. Stebbins, F. W. Brooks, Jr., Julius G. Linsley, John B. Kelley, Lucius H. Washburn, H. W. Bullard, Wm. W. Share, Robert Bruce.

Massachusetts, 9—A. P. Benson, Walter G. Kendall, H. Winslow Warren, J. Rush Green, Chas. C. Ryder, Daniel A. Cook, Albert M. Skinner, Fred D. Irish, Thomas H. Hall.

Pennsylvania, 7—George T. Bush, Wm. L. Lockhart, D. B. Landis, A. D. Knapp, Warren H. Poley, Chas. E. Minnemeyer, Fred McOwen.

New Jersey, 3—A. G. Batchelder, W. S. Gingen, E. O. Chase.

Connecticut, 2—A. G. Fisher, John N. Brooks.

Illinois, 2—C. M. Fairchild, M. X. Chuse.

Rhode Island, 2—John H. Barrett, Thos. P. Himes.

Ohio, 1—H. S. Livingston.

New Hampshire, 1—Elmer G. Whitney.

California, 1—Charles K. Alley.

Florida, 1—Kirk Munroe.

Kentucky, 1—Owen Lawson.

Missouri, 1—W. H. Cameron.

Indiana, 1—W. F. Reinecke.

Maine, 1—R. A. Fairfield.

Maryland, 1—H. V. Casey.

Michigan, 1—W. M. Perrett.

Wisconsin, 1—W. H. Field.

Abbot Bassett, Sec.-Treas.

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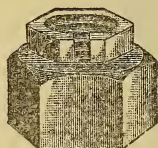
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H. W. LESTER, Secretary

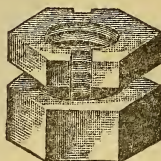
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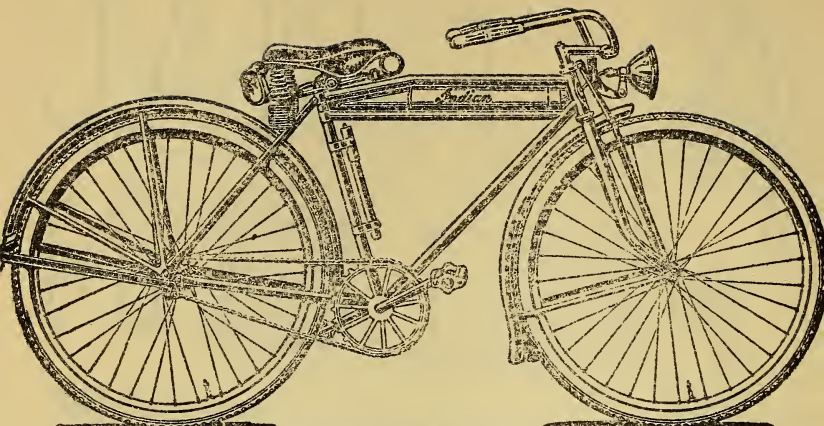
OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

MARCH, 1916

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OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

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MARCH, 1916

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BOSTON BI CLUB DINNER.

The annual dinner of the Boston Bicycle Club took place at the Boston Athletic Association's club house on Saturday evening, February 12th. There was a large attendance of members and guests, and the food that was provided cheered and satisfied the assembled eaters. The usual toast to the departed members included those who passed away during the last year of club life—W. W. Stall, A. W. Robinson and A. W. Drake. The latter was, in 1879, the art manager of Scribner's Magazine, and he it was who suggested a bicycle tour to be the subject of an illustrated article in Scribner's. The Boston Bi Club carried out the tour, known as the "Wheel Around the Hub," and Mr. Drake with Allen C. Redwood, the artist, followed the wheelmen in a buggy. In consideration of his service to cycling the Club made him an honorary member in September, 1879. He died February 4, aged 72 years.

The guests of the club were Arthur Sherwood Kendall, Arthur P. Benson, President of the Newton Bi Club, Abbot Bassett and John E. Daniels, entertainer.

The new president, Edward F. Lowrie, presided at the feast, and the post cena exercises were especially fine. Quincy Kilby and Abbot Bassett contributed verses of a light and jocular character and speeches were made by Secretary Augustus Nickerson, Judge J. S. Dean, Spencer Williams, A. P. Benson, Thomas H. Hall, Elmer G. Whitney, A. G. Fisher of New Haven, John Guyler,

John J. Fecitt and A. O. McGarrett. John Daniels and Arthur Sherwood Kendall sang for the club some very well-rendered songs of a sentimental and a jocular flavor.

Next year will be held the fortieth annual dinner and at the suggestion of several members it was decided to make it an especially grand affair. The following committee was appointed to arrange for the affair:—Judge J. S. Dean, A. M. Skinner, W. G. Kendall, Quincy Kilby, A. O. McGarrett, F. A. Hinchcliffe, Thomas H. Hall. The whole affair was a marked success in that it imparted a deal of pleasure to every one present.

ARTHUR WILLEY ROBINSON.

Arthur W. Robinson died February 1 at his home, 19 Waban Hill Road, Newton, aged 56 years, 9 months, 2 days, after an illness of several months. He was born in Charlestown, Mass., and had been a resident of Newton for 15 years. As a young man he was engaged in the small ware business on Winter Street. Later he went into the Accident Insurance business as a member of the firm of Bishop & Robinson. He became interested in cycling and joined the L. A. W. June 11, 1886. He was one of the founders of the Rover's Cycle Club, of Charlestown, organized March 27, 1886. This has been a League Club since its organization, and now stands at the head of the League Clubs on the L. A. W. roll. He has held about every office in the gift of the Mass. Division and was for several years its Chief Consul. He has been identified with Boston Bi Club since April, 1893.

An active sportsman, an ardent hunter and fisherman, he had been president of the Megantic Fish and Game Club and of the Massachusetts Fish and Game Protective Association.

The home of the Robinson brothers, on Chestnut Hill, has always been a Mecca for wheelmen and its hospitable doors have always stood open in welcome to all brothers of the wheel.

The deceased was a whole-souled worker for the cause

of cycling, and everywhere a welcome guest. Cycling has lost a most worthy champion and wheelmen of Boston have parted with a boon companion.

The funeral was held at the home of the deceased on Friday, February 4. There were present members of the Rover's Cycle Club, the L. A. W. and many of his business friends. Delegations also attended from the Massachusetts Fish and Game Protective Association and the Megantic Fish and Game Club of which organization Mr. Robinson had been president. Rev. Palfrey Perkins, pastor of the First Parish Unitarian Church, officiated, and the Lotus Quartet sang "One Sweetly Solemn Thought," "Face to Face," and "Abide With Me." The body was taken to Forest Hills for cremation.

Mr. Robinson is survived by a widow and one brother, Henry W. Robinson.

ARTHUR W. ROBINSON

1859—1916

Again the urgent call. Again a friend
In silence passes to the seeming shade.
With unabated courage to the end
He faced the hidden future, unafraid.

So we, the friends who realize his worth,
Despite the pangs that daze us and benumb,
Appreciating what he was on earth,
Fear not for him in other worlds to come.

And though, while yet his loss is new, we grieve,
And sorrow in this Dark Before the Dawn,
With absolute reliance we believe
No harm can come to him where he is gone.

And here, where he so often would of yore
His lavish hospitality extend,
Rejecting all misgiving, we are sure
That Arthur Robinson is still our friend.

—Quincy Kilby

SILVER JUBILEE OF THE C. R. C.

In honor of the twenty-fifth anniversary the Century Road Club of America held a banquet on Saturday evening, February 12th (Lincoln's Birthday), at the Broadway Central Hotel, New York City. About 65 members and friends attended to help celebrate this occasion.

The Toastmaster, President Emile E. Fraysse, introduced various speakers who were all of the same mind. Cycling and its progressive strides was the prominent subject.

President D. J. McIntyre of the Inter-Club Amateur Cycle Road-Racing League spoke of the good feeling existing in the League and also said a few words on the handicapping to be done during the coming season.

National Secretary Sylvain Segal of the Century Road Club Association was next called upon, and he said he was glad to be among the cyclists and felt it was his duty to be on hand on this occasion and congratulate the America's on their excellent showing, and also expressed his hope of meeting those present at the Golden Jubilee.

Toastmaster Fraysse then gave out the list of Mileage and Century Competition winners for 1915.

Centurion William Muller of the New York Division spoke briefly.

Centurion Taborelli of the New Jersey Division then gave an outline of the plans for the coming year.

"Sam" Morrison, introduced as a cyclist who had ridden more mileage than anyone present, was next called on and, so deeply was he affected by his presence at this banquet, which was his first for some time, that his words did not flow as readily as he wished, but he was greatly applauded.

Victor Lind, one of the original charter-members, gave a resume of the start of the organization some 25 years ago.

After the speech making was concluded, the floor was "cleared for action" and dancing next came in vogue until "Home, Sweet Home" was played by the orchestra.

N. H. VETERAN'S DINNER.

More than forty members of the Veteran Association of the New Haven Bicycle Club were gathered at the banquet at Mellone's Caft on Monday, January 24, for their annual winter reunion. The club was founded Jan. 24, 1880, and it is the custom of the association to meet on that date every year for a banquet and general jubilee. There is a camaraderie among the men of the old bicycle clubs unique in itself. The difficulties experienced in those days in finding good roads, and battling against hostile legislation resulted in a fraternal bond of fellowship among the patriarchs of the bicycle.

The walls of the banquet hall were festooned with brightly colored posters announcing former races, and these were accompanied by grotesque figures on the ancient high wheel bicycles. One of these posters announced a two mile race to be held between Yale and Harvard in 1890 under the auspices of the New Haven club. Another relic was a time-worn banner given by the wives and sweethearts of the members to the winner of the annual race, and on the back are inscribed the names of the winners. But the crowning feature was an old time ordinary bicycle ridden in 1882 by James W. Tabb, a member of the club. Each member was presented by D. B. Bullard with a photograph of a wooden velocipede, built by Charles Lang in 1886. Efforts will be made to resurrect the remnants of this interesting relic.

Among the prominent members present were Captain Charles E. Larom, for years captain and leader of the club in the rides; Frank E. Weaver of Waterbury, who rode in five months across the continent on a bicycle, and William H. Hale of New York, president of the League of American Wheelmen, who read an original poem..

H. B. Douglass was elected president for the coming year, to succeed S. C. Thompson, and A. G. Fisher was re-elected treasurer and secretary. The committee in charge of the reunion was George R. Coan, chairman; H. B. Douglass, R. F. Isbell, W. F. Bishop and E. A.

Leopold. It was decided to hold the annual summer Sunday reunion about July 24 at one of the nearby shore resorts.

CENTURY WHEELMAN'S DINNER.

The Century Wheelmen of Philadelphia held its annual banquet at Philadelphia on Saturday, February 5. With the desire of holding together those who for so many years were bound in the close fraternity of club life, some of the prominent members determined to form a dining club, to which should be eligible all the one-time Centurians.

The Clover Club room was appropriately enough the location of the initial step in this direction, and more than 150 members gathered.

J. Frank Shellenberger, one of the most prominent members of the club in the days of its greatest activity, was a bright and diverting toastmaster. Associated with him in the conduct of the affair was Herbert D. Allman, chairman; Harry de Broat and H. L. Reeves. Herman Coster was in personal charge of a high-class cabaret bill, which was interspersed between courses.

Dr. Phillips Moore was highly applauded for an eloquent address, in which he dwelt on the importance of man's social connections in the matter of keeping up his cheerfulness of mind and kindly viewpoint of the world. He ranked the smile as being perhaps the most important of all the assets that a man should strive to keep in his life.

Edward J. Cattell covered a wide variety of topics, and while telling a number of clever stories, which caught the crowd, also introduced a serious note, in which he called for loyalty alike to the city and to the nation.

The club was organized April 22, 1886.

CENTURY ROAD CLUB.

The inauguration of the recently elected National Officers for the year 1916 of the Century Road Club As-

sociation took place on the 26th of January in New York City. At this meeting, the retiring officers got together for the reading of the various Annual Committee reports, after which the newly elected officers were installed.

The officers for the year 1916 are as follows:

President—Paul Thomas, North Tarrytown, N. Y.

1st Vice-President—D. M. Adee, Brooklyn, N. Y.

2nd Vice-President—E. Lee Ferguson, Kansas City, Mo.

Recording Secretary—Sylvain Segal, New York, N. Y.

Financial Secretary—Ralph W. Zarr, New York, N. Y.

Treasurer—John M. Mitchell, Greenwich, Conn.

This is the third term that Paul Thomas will have served as President, having been elected previously in 1912 and 1913, but his activity in this line has been felt for over fifteen years. Mr. Thomas is a charter member of the Century Road Club Association. Sylvain Segal, an L. A. W. member, the Recording Secretary, is one of the most sturdy riders in the United States. During the space of seven years he reported riding upwards of 35,000 miles, and more than 210 centuries. He rode to Boston from New York City in 22 hours, 15 minutes; to Atlantic City from New York in 9 hours, 9 minutes, establishing a new record for the time, and has covered more territory throughout the East than any other cyclist.

John M. Mitchell, of Greenwich, Conn., the Treasurer, also an L. A. W. member, has made good mileage records in past years. Today, Mitchell is as active as ever, if not more so, and can be counted on in any Century Run or Pleasure Trip promoted by the various Clubs in the Metropolitan district of New York.

In the New York City Division, Sylvain Segal has been elected Centurion, with William U. Winkvist, one of the newer riders who has proved his worth, in the office of Secretary. A. R. Jacobson, who came back from the days of 1899 and 1900 only to break the quarter-mile record during 1915, is in the capacity of Treasurer, and Harry A. Whiteman will hold the position of Road Captain.

CENTURY RECORDS.

Fred M. Sanborn, of Baltimore, Md., and a member of the New York Division of the Century Road Club Association, was returned the winner of the National Century and Mileage Competition for 1915, having before won this same competition during 1914.

During the course of the year, Sanborn covered 6,421 miles, among which were 21 single and 1 double centuries.

The second prize winner was William M. Winquist, of Brooklyn, N. Y. He scored 4,084 miles, including 15 single and 3 double centuries.

Sylvain Segal, of New York City, won third place with 3,175 miles, among which were 9 centuries. Segal in the past had won this competition in 1908, as well as the Garraty trophy for most Centuries for two years, and has covered in all over 40,000 miles since 1908, including 210 Centuries, and double, triple, and quintuple Centuries scattered throughout the list.

Duane W. Moore, of Bayonne, N. J., won fourth place with 2,119 miles, including 9 Centuries.

George Steppello, of New York, won fifth place with 1,960 miles, including 8 centuries.

In the total footing up it was shown that 99 Centuries had been ridden by 21 competitors.

This may well be called a Banquet number. A lot of wheelmen have had the hungry fit.

Reports have now been officially filed with Chairman A. R. Jacobson, of the National road records committee of the Century Road Club Association, that the first three centuries of the year 1916, ridden in competition for the cup offered by National Treasurer J. M. Mitchell, of Greenwich, Conn., and for the two club jerseys offered by the New York division, were won by Ernest Kuno, of New York, Fred M. Sanborn, of Baltimore, and Edward Jenkins, of New York.

The St. Louis Cycling Club has organized a band for its own amusement and incidentally to amuse the whole world within hearing distance.

We have received a goodly lot of large calendars that we may keep up to date. D. M. Shepley of Sheldon Springs, Vt.; Chas. A. Hazlett, of Portsmouth, N. H., and F. H. Townsend, of Providence, R. I., have sent things of beauty which will be a joy for the year.

From Doctor Kendall, Captain of the Boston Bi Club—About every issue of the Bulletin contains something of special interest to me, and the last one is no exception. E. I. Hammond, mentioned by I. B. Potter as being his chauffeur up the San Bernardino countains, was my brother's chauffeur for years, up to the time of the latter's death, and on my last trip to California drove me, also, up the same mountains. Among the many hundreds of miles over which he drove me that summer, I heard many stories of that period when the promateur question superseded all others. Possibly Mr. Potter has not yet learned that this same Harry was the first man to make the trip across the continent in an auto, or rather, one of the couple who made it together. Some years later my brother gave him a vacation to devote to making an auto record between the two oceans, which he succeeded in doing.

The New England Wheelmen of New York distributed the various medals and trophies which were offered for the different competitions during the year 1915, on Saturday evening, January 22, at the Club House of the Italian Sporting Union in New York City. Quite a gathering of cycling enthusiasts were present to participate in the festivities and refreshments were served, as well as to exchange stories and dance with the lady friends of the members.

On Sunday, January 16th, while on the way to and returning from the Cemetery to bury his mother, the

home of Sylvain Segal, National Secretary of the Century Road Club Association, at 1842 Seventh Avenue, New York City, was broken into and a quantity of the family wedding silver taken as well as two silver cups, known as the "Cooley Trophy" for establishing a record between N. Y. C. and Atlantic City during 1911, and the "Hawkins Trophy" for the fastest time ridden at night on Jerome Avenue, won in 1909, were taken away with the camera whose pictures have often been seen in this publication, size 3-A (F. P. K.) regular lens and carrying case and all of which was put in a new suit case, also taken. Anyone hearing of any of the above is requested to communicate with Mr. Segal, who offers a reward for the return of any or all of the above. Address 1842 7th Avenue, N. Y. City.

INTER-CLUB BANQUET.

The Banquet of the Delegates and Alternates of the Inter-Club Amateur Cycle Road Racing League, given in honor of President D. J. McIntyre and Secretary H. W. Zarr, for their faithful services during the past three years, was held at the Hungarian Restaurant, New York City, on Friday evening, January 21st. Representatives were present from the eight clubs which comprise the League and at exactly 8.30 P. M., Chairman of the Committee Segal, started the festivities, by inviting the 20 representatives and guests to participate in the "eats."

Rain was falling steadily as the weary cyclist plodded on through the English mud. At last he spied a figure walking toward him through the gloom.

Gladly he sprang off his machine and asked the native: "How far off is the village of Poppleton?"

"Just ten miles the other way, sir," was the reply.

"The other way!" exclaimed the cyclist. "But the last sign post I passed said it was in this direction."

"Ah," said the native, with a knowing grin, "but, ye see, we turned that theer post round so as to fog those 'ere Zeppylings!"

An agricultural magazine gives its readers the hint that "an ordinary runabout can be made to run a circular saw, pump water, haul freight, drive dairy machinery, fill the silo, shred the fodder and crush the grain feed." Perhaps it could also be induced to shell the peas, wash the dishes, make the beds and do the sweeping, but in keeping the machine busy in these ways, where does the family get any chance for joy riding?

A nice long spell of real pleasant weather would spell happiness for many just now.

The conductor was about to give the motorman the high sign.

"Wait!" cried a shrill, feminine voice; "wait till I get my clothes on!"

Everyone in the car was suddenly afflicted with the rubber habit.

What they saw was an obese woman trying to lift a basket of laundry to the rear platform.

Then the car rolled on.—Indianapolis Star.

NATIONAL ASSEMBLY DELEGATES.

It has become customary in the L. A. W., when there have been but single nominations for representatives to the National Assembly, in order to avoid the expense and trouble of a mail election, for the president to declare the election of the candidates named.

Following this precedent, therefore, and by virtue of the authority vested in me as President of the League of American Wheelmen, I hereby declare the several candidates who have been nominated to be duly elected, and I add to this a most earnest invitation to every delegate to attend the next National Assembly, which will be held in Boston, Mass., Sept. 8, 1916. W. H. Hale.
President of the League of American Wheelmen, New York, Feb. 15, 1916.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

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Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

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To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

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Hartford, Conn.

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The
Official Bulletin, L.A.W.

The Oldest Bicycle Paper

GUARANTEED CIRCULATION

THE Bulletin goes to every member of the L. A. W.

The L. A. W. has done more for Cycling than any other organization present or past.

It started wheeling and in the early days directed and protected it.

It started and fostered the good roads movement in the U. S.

The L. A. W. is still active in the cause of wheeling.

The officials of the L. A. W. feel that they deserve and should have the support of the trade for which the L. A. W. has done so much.

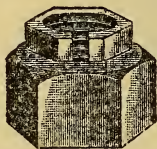
Our paper is read to a larger extent than any other wheel paper published.

L. A. W. Publishing Company

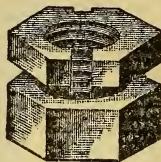
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Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

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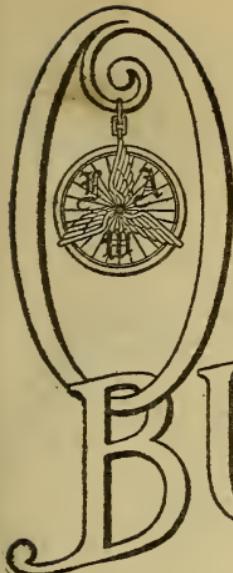
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OFFICIAL
BULLETIN
AND SCRAP BOOK
OF THE
LEAGUE OF AMERICAN WHEELMEN

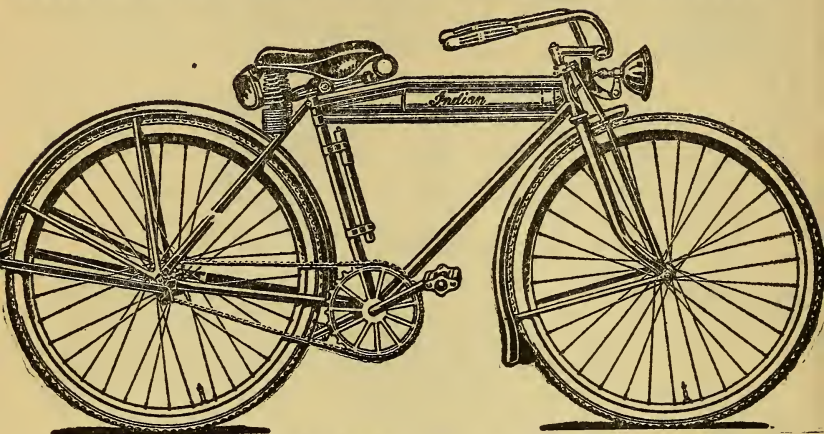
PUBLISHED MONTHLY

APRIL, 1916

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What Makes the Indian Bicycle Such Good Value?



1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splashers of same material.
3. Braced handlebars, motorcycle type.
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6. Motorcycle size pedal.

The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
N. H. BODIE.

Models for the whole family. Juveniles and grownups.

\$25 to \$40.

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Springfield, Mass.

OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat
insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston,
Mass., under the Act of Congress, March 3, 1879

Vol. 14, No. 4

APRIL, 1916

5 Cents

A CALL FOR HELP.

We have had several letters of a like import with the following. We give the letter and our answer to the same that our readers may know why we hesitate to lend a helping hand to those who have refused to help those representative wheelmen who constitute the membership of the L. A. W., who for thirty-five years have worked in the cause of wheeling, and who recognize in the official organ the most effective agent in promoting and carrying out the several activities in the interest of cycling.

Bristol, Conn., March 14, 1916.

L. A. W. Publishing Co.,

Gentlemen:—The writer has been looking over the last two issues of your publication with a view to learning what you were saying about the movement for a revival of bicycle riding.

We found in your last issue nothing at all is said of this movement and in previous issue an indifferent notice was given regarding it. We confess our disappointment. Probably this is due to lack of information rather than to lack of interest in anything that will bring back the good old days of which your organization is so strong a reminder. Under separate cover we are sending you some of the literature issued by the "Million Bicycles" Committee.

Your publication, of course, is not a trade paper in any sense of the word, but we understand it appeals more particularly to the old riders who still cling to their love for

the wheel. We are counting upon the support of the veteran wheelmen, so to speak, in spreading the good gospel of cycling among their friends who do not now ride and more particularly in the younger generations who have not yet experienced the pleasures of cycling.

We trust, therefore, that you in your next issue will herald the return of the bicycle to its former prestige and popularity.

Yours very truly,
The "Million Bicycles" Committee,
C. F. Olin, Secretary.

OUR ANSWER.

Newtonville, Mass., March 18, 1916.

Mr. C. F. Olin, Sec. Million Bicycles Committee,

Dear Sir:—I am in receipt of your letter of March 14, and have no hesitation in informing you why we have not shown any interest in your million bicycle campaign. Why should we give our time and energy to help the trade when the trade has steadily, and sometimes not very graciously refused to help us? We believe that organized wheelmen have been the most potent of all forces that have been employed to bring wheeling up to the high state of efficiency that it has attained. Our paper is the working force of a large body of organized wheelmen. It is the oldest bicycle journal in America, save one, and that one, now merged with another, occupied the position we now hold through all the early years of cycling, and received in those days the hearty support of the trade. The League of American Wheelmen, publisher of the Official Bulletin, is wholly responsible for the laws which made it possible for the bicycle to be ridden on the highways of America without hindrance from drastic laws. We instituted the Good Roads movement, and the writer of this letter, as an official of the L. A. W., claims to have been the one to strike the first effective blow which awakened an interest and set on foot the earliest concerted movement in the cause of improved highways. In every step towards the encouragement of wheeling the L. A. W. has been the pioneer.

We are not a trade paper, as you suggest. But is trade the only thing to be considered? Without riders of the wheel will there be any trade? There are very many strictly trade papers that do not reach wheelmen. The Official Bulletin circulates among wheelmen who buy, ride and talk the wheel. Our membership is made up of old riders who cling to the sport with a tenacity that is delightful to contemplate; of the sons and daughters of these veterans who are encouraged to ride by their parents, even when the parents have taken to the auto; of very many young people who take to the wheel by advice of our members. Our clientage buys and rides wheels and makes it possible for the trade to exist.

And yet the trade, with two notable exceptions—The Hendee Manufacturing Co., and the Veeder Manufacturing Co.—have steadily refused to advertise with us because we are not a trade paper.

There is another journal of a like type with ours. The Century Road Club Bulletin has no trade advertising to speak of, because it goes to wheelmen and not to the trade. The C. R. C. has a membership of husky and persistent riders of the pedal bicycle over long distances. They are of the buying and using class.

Another organization of wheelmen hesitates to establish an organ because it has discovered that it can get no trade advertising.

Does not this show a remarkable want of perspicacity among advertising men? Shall the baker solicit trade from the makers of bread machines rather than from the eaters of bread?

And now, having for years, refused to recognize the organs of organized wheelmen the trade comes to us and asks us to help them in a campaign for getting business.

Yours is not the only letter we have received, for our files show many circulars and letters of a similar nature to that of yours.

Our mission is to promote wheeling in every way. We have had no encouragement to promote the trade in pedal wheels.

Col. Albert A. Pope was a shrewd advertiser. He always recognized the Official Bulletin as the best of all advertising mediums. And yet in response to a request for a share of their advertising, sent to the successors of the Pope Manufacturing Co., at Westfield, Mass., we have received the following:

"Our appropriation contains no allowance for advertising in a publication such as yours."

And this said of a publication that has a bona fide list of readers who are bona fide wheelmen and read it every month from beginning to end.

This is a long letter but I write just as I feel and I hope you will have the patience to read it.

Very truly yours,

Abbot Bassett,
Secretary and Editor, L. A. W.

To say that there was no bicycle riding in New England during March, 1916, is to strike out the usual adjective of "gentle," which we generally put before spring.

March, 1916, must go down in history as the toughest spring within the memory of active wheelmen.

How we envy the wheelmen who live where it is always pleasant, and always good riding weather.

There are some who have very good memories. Esstee realized this on March 10th, when birthday cards came to him from League members all about the country, showing that they were aware that it was the day when he would strike his 71st. There are some very fine advantages associated with the wrong side of 70, for it brings to one good wishes from troops of friends.

The year of 1816 is known as the year without a summer. No month without a frost and a majority with snow. 1916 seems to be holding a centennial.

The Boston Monday Club, at its weekly dinner at the Dreyfus Cafe on March 6th, had a pleasant dispatch from Palm Beach, Fla., with friendly greetings from Chas. J.

Obermayer, M. M. Belding, Jr., Fred G. Lee and John B. Kelley. The Club joined in singing, "Oh to be there."

It is not too early to be thinking about that League banquet on September 7.

Fast Day was the opening day of the season for wheelmen in the early days, but now there are few States that hold a Fast in spring. Massachusetts, always ready for a holiday, has pushed the holiday a little behind the first Thursday in April and made a holiday on the 19th of April, which is called Patriots' Day. The wheelmen have hit upon this as the opening day and the Boston Bi Club will hold its annual opening run on the 19th, dine at the Woodland Park Hotel, and follow the Marathon racers from Auburn-dale in to Boston.

The annual spring century run of the N. Y. Division, C. R. C., is scheduled for April 23d. Rain date April 30. The 25 mile open road race of the N. J. Division, C. R. C., will be contested May 7. Rain date May 14.

Roy Stannard Drake, editor of Automobile Topics, and well known in cycling journalism, died January 29, at his home in New York City, of pneumonia, after a week's illness. He was in his thirty-sixth year and a native of Cleveland. After experience in the advertising branch of the automobile industry he entered the trade paper field in 1908. During the last few years of R. G. Betts' editorial regime on "Bicycling World," Mr. Drake was one of Betts' star men. His associates included J. J. O'Connor, F. L. Valiant and N. B. Pope. When Mr. Betts retired from the editorship in 1912, Mr. Drake succeeded to his chair, and directed the editorial policy for several months. Desiring wider scope for the exercise of his abilities, he later resigned to become editor of Automobile Topics, which had been purchased by Frank W. Roche and C. D. Wight, two of the old owners of Bicycling World. Mr. Drake possessed a wide circle of friends in the motorcycle and automobile industries who will feel his loss in a deep personal sense.

The marathon race at Boston is due to come off on April 19th. But what is a "marathon race?" It is said to have been called after an incident or a tradition for which there is really no historical authority. The story is not to be found in Herodotus—who had a keen sense for that sort of thing—or Plutarch, or Cornelius Nepos, or in any of the ancient writers, and where Rollin got hold of it is hard to imagine. Neither is there any mention of the thing in Grote's "Greece" or Bulwer Lytton's "Athens" or Creasey's "Decisive Battles of the World" from Marathon to Waterloo. True, it was the subject of a poem by Browning and of an Academy painting, but that proves little. How did the myth arise?

At the March 9 meeting of the St. Louis Cycling Club, W. J. Rodgers was unanimously elected president; Fred W. Hunicke, who was treasurer for the past four years, was chosen vice-president, while L. M. Stringer was made treasurer, Waldron Martin road captain, George Henry and A. Dietrich first and second lieutenants, respectively. Reports were read by the various committees and officers, and the club discussed at length the new bulletin which is to make its first appearance before the April meeting. The captain announced that he had a surprise in store for the boys in the form of ten new stopping places to which runs will be called this season.

The Bicycling News, of England, has been celebrating its fortieth anniversary. It was founded in 1876 and can easily claim to be the oldest cycling paper in the world.

Anniversaries in April—North Pole reached by Peary, April 6, 1909. Titanic sunk, 14, 1912. Lincoln assassinated, 15, 1865. Shakspeare born, 23, 1564. U. S. Grant born, 27, 1822.

The oyster goes out with this month.

"The pen is mightier than the sword." If you don't be-

lieve it, you just note how many more men are killed in the newspapers than are killed in actual warfare.

Frank L. Goodsell of Bridgeport, Conn., member No. 233 of the L. A. W., died on Jan. 25. He joined the L. A. W. on September 17, 1886. He was a strong and persistent rider of the wheel up to within a few weeks of his death. Over his grave will be placed a stone on which will be carved the emblem of the L. A. W., the only organization to which he belonged and the one whose emblem he always wore. He was a friend to every one and he leaves a record of a clean and wholesome life.

A few years ago we had a tilt with Mr. H. Hewett Griffin, of England, regarding the introduction of the bicycle in America. He claimed that bicycle racing was very common in America in 1868. A very absurd statement and very far from the truth. He now comes to the front and asserts. "the bicycle was almost unknown in England in 1868, whereas in New York there was quite a boom." Not a word of truth in the statement. The very first bicycle that was seen in America was brought from France by W. M. Wright in October, 1873. After this there were three bicycles on exhibition at the Centennial Exposition of 1876. The bicycle was unknown in America in 1868. The only proof behind Mr. Griffin's statement can be put forward with the claim that the velocipede was a bicycle because it had two wheels. On this side of the water we do not claim the velocipede as a bicycle. If we should lay claim to all two wheelers as bicycles we should have to go back to 1819 and the Draisene, of France. The bicycle is in a class by itself. In writing the history of the wheel we must admit that the bicycle was developed from the Draisene and the velocipede, but on this side of the water we recognize the different stages of development and apply names where they properly belong. There were no bicycles in America in 1868.

Calvin Ackley, life member of the L. A. W., died at Kinderhook, N. Y., April 6, 1915. He was a loyal member of the L. A. W. and when a guarantee fund to support the

Official Bulletin was proposed he was one of the first to come forward with a liberal subscription.

Colonel Francis S. Hesseltine, a retired Boston lawyer, veteran officer of the Civil War and Massachusetts commander of the Military Order of the Loyal Legion of the United States, died Feb. 17 at his home in Newtonville, where he removed about two months ago from Melrose, which long was his home. He was born at Bangor, 83 years ago. He made a fine record during the Civil War and one of the last acts of the 53d Congress in 1895 was to award Col. Hesseltine the congressional medal of honor for his bravery on the field of battle. He had made several tours on his bicycle through Europe, including parts of England, France, Belgium, Norway and Italy. He always took with him a camera, from which he produced some beautiful views. His description of these trips was most entertaining. They were published, with some remarkably fine illustrations in the L. A. W. Bulletin at the time that Sterling Elliott was its publisher. Colonel Hesseltine was for many years the representative in America of the Touring Club of France.

When I was a boy, and before I had settled down to regular cycling, I did an awful lot of walking. I had a father and other male relatives who were crazy on long walks, and they got into the habit of taking me with them. I have done as much as forty miles in a day (of course an exceptional effort and one which I never repeated and don't want to), but when I got beyond the bone-shaker stage of cycling, and settled down to a better stage of the pastime, it was farewell to walking so far as I was concerned. It was bound to be so, for the love of speed is in all of us in some greater or lesser degree. When I found that I could do my 50 or 80 miles in a day without the least fatigue, and more than double that if necessary, I had absolutely no use for walking; in fact, walking became a bore. It was as the speed of a plough-horse compared with that of a thoroughbred. Increase of appetite grew with what it

fed on. After the bicycle came the motor car, and that put the "kybosh" on walking altogether. When I say the motor car I include the electric tram, the taxi, the motor 'bus, and so on. What on earth is the good of one walking from my home to Hyde Park Corner when I can get a motor 'bus to take me there in a fourth, or less, of the time, at a cost of one penny. Economy alone forbids it. It would cost much more than that in shoe leather, to say nothing at all of the temptations to spend money en route—a penny to a blind man, a halfpenny to a cripple, fourpence for a carnation or a rose, and so on. In fact I have come to loathe walking. Exercise! If you roll on the floor for fifteen minutes every morning and breathe hard at an open window, you can have all the exercise you want, and a Turkish bath once a week does the rest. Another very good dodge is to punch your pillow; give it a jolly good licking. If there is anyone handy whom you would rather punch, of course you can do that—but in a case like that there is always an element of doubt, if not of risk. But a friend of mine, a householder, who studies domestic economy, tells me that you can get the best exercise of all with a simple sack of coal. If you carry it up and down stairs six times a day you begin to feel that you have the strength of a giant. Try it.—"Scorcher," in Irish Cyclist.

The Polo Association has eliminated the term "polo pony," substituting the term "mount," but this does not necessarily mean that polo is going to be played now on motorcycles.

A pocket bicycle does not sound a very practicable affair, yet about fifteen years ago an inventive Frenchman who was a keen cyclist, and who had many disputes and much trouble with guards and porters when venturing his machine on the railway, set to work to evolve a bicycle which should render him independent of such unholy people as railway officials. As a result he produced a queer contraption which, though it did not quite fit

even a Frenchman's pocket, came very near to fulfilling his ideal. Each wheel, after the tyre had been taken off, divided up into four sections, which closed up like a fan. The frame was built on telescopic principles and the whole machine, when closed up, could be put to rest in a sort of receptacle like a golf bag, and carried by means of a double shawl-strap. The report on the whole thing by a disinterested editor was, "All very fine, but we shall think a long time before trusting our bones to such a collapsible machine."

In England, France and Massachusetts we have found it necessary and economical with the change and increase in traffic to very much diminish the crown of our macadam roads.

Formerly with macadam surfaces 15 feet in width we used a crown of three-fourths inch to the foot. We now try to secure about a quarter of an inch to the foot on our bituminous macadam roads, and in resurfacing the old roads we are widening the macadam surface to 18 feet in place of 15, as our experience shows that the traffic otherwise will spread over the edge of the road and rapidly shear down into the macadam and narrow the road up.

In England they have been forced to do the same, to wit, widen the road and diminish the crown, because they found that the traction engine with trailers, of which they use large numbers, would shear down into the macadam, thus rapidly destroying their older roads. They now universally use a crown that does not exceed one inch to the yard.

The result of this in England and Massachusetts has been that the traffic has spread all over the road, that no rut has developed, and no horse track, a tremendous change from a few years ago, when the centre of the road had a horse track worn down quicker than the sides.

In traveling over 2,000 miles of road in England this year and last, I didn't see a single rut and practically not a single pot-hole.—W. D. Sohier at Atlanta.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

Veeder Motorcycle Trip Cyclometer

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Complete descriptive catalogue sent on request.

The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.

The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1914-15

President, Wm. H. Hale, 456 Fourth Ave., New York City; 1st Vice President, George D. Gideon, Philadelphia, Pa.; 2d Vice President, Theodore F. Merseles, Jersey City, N. J.; Secretary-Treasurer and Editor; Abbot Bassett, 105 Central Ave., Newtonville, Mass.; Auditor, Augustus Nickerson, Boston, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name,

Street,

City and State,

References,

Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

105 Central Ave., Newtonville, Mass.

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Official Bulletin, L.A.W.

The Oldest Bicycle Paper

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THE Bulletin goes to every member of the
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The L. A. W. has done more for Cycling
than any other organization present or past.

It started wheeling and in the early days di-
rected and protected it.

It started and fostered the good roads move-
ment in the U. S.

The L. A. W. is still active in the cause of
wheeling.

The officials of the L. A. W. feel that they
deserve and should have the support of the
trade for which the L. A. W. has done so
much.

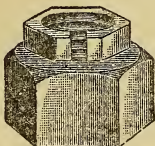
Our paper is read to a larger extent than any
other wheel paper published.

L. A. W. Publishing Company

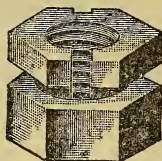
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"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will **NOT** shake loose. No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.
COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

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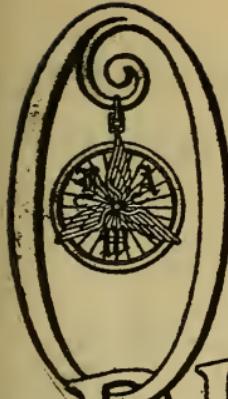
Suspenders

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1307-09-11 MARKET STREET
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WM. L. LOCKHART,
Treasurer



OFFICIAL
BULLETIN
AND SCRAP BOOK
OF THE
LEAGUE OF AMERICAN WHEELMEN

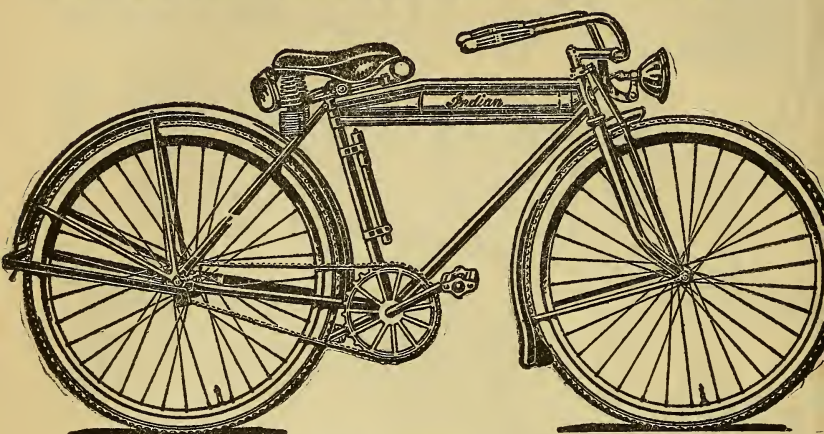
PUBLISHED MONTHLY

MAY, 1916

50 Cents Per Year; 60 Cents in Boston Postal
District (for extra postage) 5 Cents Single Copy

L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

What Makes the Indian Bicycle Such Good Value?



1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splasher of same material.
3. Braced handlebars, motorcycle type.
4. Any kind of leading coaster brakes fitted according to rider's preference.
5. Electric headlight and tank suitable for carrying two No. 6 Batteries.
6. Motorcycle size pedal.

The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
N. H. BODIE.

Models for the whole family. Juveniles and grownups.

\$25 to \$40.

Hendee Manufacturing Company
Springfield, Mass.

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THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

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Vol. 14, No. 5

MAY, 1916

5 Cents

ALL MAY RIDE.

May Day is Moving Day, not only for household goods, but for wheels.

Mr. Hendee seems to have become the Col. Pope of wheeldom.

Now that the ice has left the lakes, and leaves bedeck the limbs, 'tis time to shake the girl who skates and take the girl who swims.

Motorcyclists are required to pay a registration fee of \$2.50 in New York.

Have you renewed your membership? The response to our notice of expirations in April has been very generous, but we hope to have it unanimous.

That we are to have an auto fuel to supplant gasoline that may be made up largely of water and be produced for a cent a gallon seems more than probable. Louis Enricht of Farmingdale, N. Y., is the inventor. Wm. E. Haskell of the Chicago Herald has tested the fluid and pronounces it all that has been claimed for it. Mr. Haskell said he was frankly astonished by the demonstration and

felt that he had been a personal witness at the beginning of an industrial revolution.

The Boston Bicycle Club held its 467th called run on Patriots' Day, April 19, and was entertained by Wm. H. Edmands at his home on Devon Terrace, Newtonville, at high noon. After the lunch the members reviewed the Marathon Race, the course of which ran very near to the Edmand's home.

Revere Beach opened its season of racing on Patriots' Day. Leon Didier, the celebrated French rider, was the star of the meet. The veteran Nat Butler is the manager of the track.

The St. Louis Cycling Club has been, for a few years, issuing a Bulletin printed on a type writer. And now they have taken a step forward and opened a new volume with a type-printed number which promises well for the future.

The Westerly (R. I.) Cycle Club celebrated its 21st anniversary on the evening of March 6th. The club has a membership of over a hundred.

John S. Prince is still building cycle tracks. His next venture will be at Kansas City. "Jack" lives at St. Joseph, Mo.

CHARLES W. FOURDRINIER.

Died March 29, at a sanitarium at Dansville, N. Y., Charles W. Fourdrinier, a resident of Watertown, N. Y. He was born in England and was a descendant of the family made famous by the Fourdrinier paper machine, which revolutionized the making of sheet paper from the pulp. He came to Boston from Albany about 1880 and engaged in the life insurance business. In 1886, upon the retirement of Mr. Bassett, he became editor of the Bicycling World and retained the position until the paper was

removed to New York. Removing to New York he engaged with a firm of artistic photographers. Of late years he has held a position in the inspection department of the New York Air Brake Company at Watertown, N. Y. His last illness covered a period of about eight months. He was unmarried and leaves few if any relatives in this country. He was 70 years of age.

Mr. Fourdrinier was a wheelman from the very early days of wheeling. He joined the Boston Bi Club in May, 1881. As editor of the *Bicycling World* he was well known to wheelmen and was interested and active in every movement for the goods of the craft. He was with the rest of us on those historic occasions at Springfield, Cottage City, Hartford, Atlanta, St. Louis, Chicago, etc. He was of a quiet disposition, but an all round good fellow and always ready to do his part. He leaves a host of friends in the wheeling world.

WILLIAM LORD.

News has come to us of the death of Wm. Lord, of New York City. He has been a member of the L. A. W. since 1891 and a rider of the wheel since 1868. He was a resident of Webster, Mass., in 1868, and built for himself a boneshaker. It was of crude construction, but it paved the way for an epoch of considerable importance to the tire industry of the world. Mr. Lord followed the bicycle through its various periods of evolution, finally arriving at the pneumatic tire stage.

At that time, all prominent manufacturers were constructing the carcass of a tire from linen fabric. The life of a tire was about 800 miles.

While riding his bicycle, Mr. Lord made the discovery that linen fibre was too hard, that it did not flex sufficiently to withstand road service for more than a few hundred miles. He decided that there was another way to go about building tires and that cotton fibre offered a possible solution of the fabric problem.

So, in 1892, Mr. Lord, then superintendent of a cotton mill in New York City, made up a few yards of very light Sea Island cotton fabric and from this had the Dunlop Tire Company build two sets of bicycle tires. When these tires had run 4,000 miles—a record unheard of up to that time—they were sent to the Dunlop factory in England for inspection. The result was so much in favor of cotton as compared with linen, which the Dunlop people were then using, that they immediately adopted cotton fabric and it has been used exclusively in pneumatic tire construction ever since.

Mr. Lord was 74 years of age at the time of his death. He had been a persistent rider of the wheel until within a few years when the increase of traffic forced him to abandon riding.

The bicycle manufacturers have formed an Association. Harry S. Wise, of the Miami Cycle & Manufacturing Co., was chosen president. E. J. Lonn, of the Great Western Manufacturing Co., is vice-president, while W. G. Schack, of the Emblem Manufacturing Co., was elected treasurer, and Horace Huffman, of the Davis Sewing Machine Co., secretary.

Charles W. Ross, for twenty-five years previous to 1914 street commissioner of Newton and a former State highway commissioner, died last month at his home in Newton Centre, Mass. He celebrated his sixty-seventh birthday a little more than a month ago. At the St. Louis Convention for Good Roads held September, 1910, three men from Newton, Mass., made addresses on the second day. These were L. R. Speare, Chas. W. Ross and Abbot Bassett. The first two have passed away since 1916 came in.

An optimist is a cyclist who is thankful he cannot afford an automobile.

We all admire a man who does good things, unless we happen to be one of the good things.

May 24 is Mother's Day and it is proper to wear a carnation.

The F. A. M. showed a remarkable increase in membership in April. Every man or woman who rides a motorcycle should certainly join the F. A. M. The Federation promotes the cause of the rider and the rider should have interest enough to lend a hand and help along in the work.

Our old friend, Chas. K. Alley, of Pasadena, Cal., in 1884 Corresponding Secretary of the L. A. W., has met with a serious loss in the burning of his home at Pasadena. He lost all of his personal belongings, including all of his cycling souvenirs, medals, cups, etc. Mr. Alley expected to come East this year and participate once again in the Wheelabout, but he has had to abandon the idea.

Scanty raiment awheel is consistent with the fact that the silent steed is not a clothes horse.

President Moore of the Hudson County (N. J.), Wheelmen has been exhibiting a "Dandy Horse," made in 1915, which he obtained from one of our L. A. W. members, John M. Mitchell of Greenwich, Conn. There are but four of these original pedalless bicycles in existence, and the machine is a very decided curiosity.

The American gallon is 20 per cent. less than the English measure of that name. Hence John Bull pays more per gallon for gasoline than does Brother Jonathan.

The Boston Bicycle Club is making for a grand celebration of its anniversary on Feb. 10 of 1917. Special committees have been appointed and the work of preparation has been entered upon with spirit. Several changes in the Club rules will be made to insure a larger membership. Judge Dean, Chairman of the Dinner Committee, entertained the committee at a dinner given at the Boston Art

Club last month, and the wheels were set in motion to roll out a grand affair.

The employes of Belding Bros. & Co. of New York gave an entertainment and dance at the Academy Ball Rooms, New York City, on the evening of April 14th to celebrate the fifty-first birthday of their President, Milo M. Belding, Jr. The program furnished most excellent entertainment and it was one of the occasions when the President had to engage in every dance.

Great Britain prohibits the importation of motor bicycles and motor cars, gramophones and pianolas in order to release tonnage for the import of necessities.

Calvin Ackley, life member of the L. A. W. No. 601, died at Kinderhook, N. Y. He was a loyal member of the League and a contributor to every fund and every proposition tending to serve its interests.

Ellwood J. Wanner of Norristown, Pa., died at his home in the summer of 1915. He joined the L. A. W. Aug. 28, 1884, was a member of the Norristown Bi Club, and was an active worker at all times in the interests of the Penn. Div., L. A. W.

Scarcely an issue of the O. B. that we do not have to record the passing away of an old-timer in the ranks of the L. A. W. It indicates that we are getting along in life and that the stay of many of us will not be prolonged. It is a sad duty that we have to perform in noting their departure, but it is not altogether a disagreeable task to celebrate the virtues and the achievements of the good fellows who have stood at our side in prosecuting the creditable work that the L. A. W. has carried on in the past.

The ten mile handicap of the Century Road Club will be run at Floral Park, N. Y., on May 21. Four racing bicy-

cles are included in the list, with accessories and parts, as well as silver loving cups and valuable medals. Though this set of prizes is more than sufficient to ensure the success of the race, the committee is still hard at work securing more attractive awards. The first time prize will be a racing bicycle and the second a pair of racing wheels with track tires. A racer heads the place prize list, and will be presented to the second place man. In addition to giving a silver cup as the team trophy, medals will be awarded to the individual members of the winning team. Entry blanks can be secured from A. K. Jacobson, Box 21, Station H, or 149 West 98th Street, New York.

It was an exciting moment for poor Violet. She had not learned to ride the bicycle very long; as a matter of fact, this was the first time she had ventured into a road where there was anything like an abundance of traffic, and, lo, here was a coal-cart calmly crossing the road on its wrong side. A merciless electric car was behind her, and there was nothing for it but to run into the curb stone.

She fell as gracefully as possible under the circumstances; but she was much perturbed. She rose and dusted herself.

"You stupid great man!" she cried to the careless carman. "It would have just served you right if I'd broken my neck!"

(N. B.—The above is a fact.)

A correspondent writes:—"I have heard some people say that when they have arrived at middle age cycling has lost its charm for them. If the only charm of cycling was that of speed I can understand the feeling, but the real pleasure of cycling consists of being able easily and conveniently to get to fresh scenes and observe new delights in the country all untrammelled with troubles of time and distance. These pleasures can be enjoyed even to a greater extent by the middle and full-aged man than by the young, and, therefore, cycling is a pastime never to be left off until the rider is absolutely incapacitated. There is also the

point of health exercise. The cycle gives the middle-aged and elderly man the maximum of exercise with the minimum of exertion, and keeps him fit and well as no other pastime does."

The sale of ladies' bicycles in England shows a remarkable increase. This is attributed to the fact that so many ladies have gone into business and other activities since the outbreak of the war.

Black ink throws light on many questions.

There are costumes that speak louder than words.

The safest way to coast steep hills is to walk.

There is but one truth and ten thousand falsehoods; hence truth is easier to tell.

No pig is happy, however fat he may be, until he has crowded some other pig out.

The golfer, cricketer, and tennis player must have their bicycles. The cycle is an indispensable adjunct to all other pastimes.

Pyrrhus said, "If I should overcome the Romans in another fight, I were undone."

In a race, tis' better that you start and lose than never to have raced at all.

THE INDIAN BICYCLE.

The Indian bicycle is the latest candidate for popular favor. Made by the Hendee Manufacturing Co. of Springfield, Mass., it is bound to be as popular as the Indian Motorcycle has proved to be. Not to go into details of construction we can assure riders of the wheel that in quality of material and design the new wheels are unsur-

passed by any bicycles on the market. "Hendee quality" characterizes the whole line.

Model No. 10—Men's Roadster, is a highly efficient machine for touring or for business purposes. Sells for \$30. Wheelmen used to pay \$125 for a wheel not so good as this.

Model No. 11 is built with double top frame tubes and the Indian truss fork and carries a rear-wheel stand and receding handle bars. Sells for \$35.00.

Model No. 12 is practically the same as model No. 11, but is equipped with tank to hold two dry cell batteries for head light. Sells for \$40.

Juvenile models for boys and for girls, of guaranteed excellence sell for from \$25 to \$30.

The company guarantees every wheel put out to be free from defect in material or construction and the guarantee holds for a year.

A full line of the wheels may be seen in Boston at No. 188 Mass. Ave., and at the Hendee Agencies in all large cities. A very complete artistic catalogue may be had for the asking of the company at Springfield, Mass.

NOMINATING COMMITTEE.

To Mr. Fred D. Irish, Boston, Mass.

Mr. Wm. M. Thomas, Albany, N. Y.

Mr. Marriott C. Morris, Philadelphia, Pa.

Gentlemen:—You are hereby notified that, acting under the provisions of the Constitution of the League of American Wheelmen, I have appointed you as a Committee to make nominations for national officers to be voted for at the next Annual Election, and will ask the first gentleman named to act as Chairman and to communicate with the others regarding matters and methods of procedure.

Yours fraternally,

W. H. Hale, President.

New York, March 25, 1916.

When the poetically-inclined lover gets "all broken her some of his pieces."

The aviators are the only class who don't seem to want the earth.

"Have you heard about the new color designs for this year's auto dresses?"

"No. What are they?"

"Lubricating oil brown and gasoline gray."—Brooklyn Citizen.

Statement of the ownership, management, circulation, etc., required by the Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for April 1, 1916. State of Mass., County of Middlesex.

Before me a Notary Public in and for the State and County aforesaid, personally appeared, Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, Newtonville.

Sworn to and subscribed before me this 4th day of May, 1916. Wm. T. Halliday, Notary Public. My commission expires April 13, 1917.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.

The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1914-15

President, Wm. H. Hale, 456 Fourth Ave., New York City; 1st Vice President, George D. Gideon, Philadelphia, Pa.; 2d Vice President, Theodore F. Merseles, Jersey City, N. J.; Secretary-Treasurer and Editor, Abbot Bassett, 105 Central Ave., Newtonville, Mass.; Auditor, Augustus Nickerson, Boston, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name,

Street,

City and State,

References,

Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

105 Central Ave., Newtonville, Mass.

The
Official Bulletin, L.A.W.

The Rider's Own Paper

GUARANTEED CIRCULATION

THE Bulletin goes to every member of the L. A. W.

The L. A. W. has done more for Cycling than any other organization present or past.

It started wheeling and in the early days directed and protected it.

It started and fostered the good roads movement in the U. S.

The L. A. W. is still active in the cause of wheeling.

The officials of the L. A. W. feel that they deserve and should have the support of the trade for which the L. A. W. has done so much.

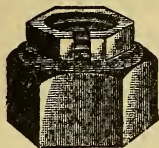
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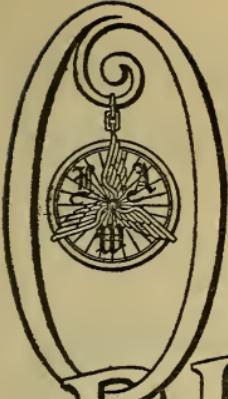
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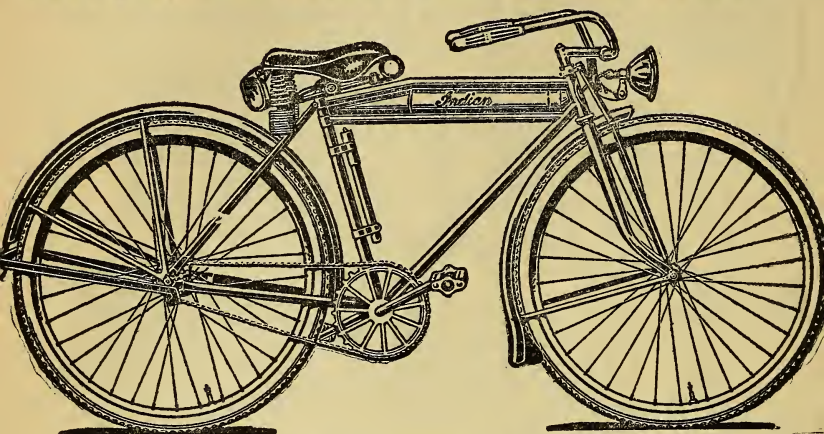
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Vol. 14, No. 6

JUNE, 1916

5 Cents

MISS JUNE PRESENTS MISS SUMMER.

The L. A. W. has entered upon its thirty-seventh year, having passed its thirty-sixth birthday on May 31 last. And not a birthday card received. No doubt the members have much else to remember.

Old people are given to predict, as per the old rhyme: "If on the eighth of June it rain, it fortells a wet harvest men sain; If the first of July it be rainy weather, 'twill rain more or less for four weeks together." Watch it!

No man can appreciate the best of it until after he has got the worst of it a few times.

The Rovers' Cycle Club, of Charlestown, Mass., organized March 27, 1886, and, at the present time, League Club, No. 1, celebrated its thirtieth annual anniversary and dinner at Winter Place Tavern, Boston, on Saturday evening, May 13. The special occasion called forth a turn out of quite a number of the early members of the club, and was the occasion of the renewal of old friendships and the indulgence in very many reminiscences. A few extra and delightful additions to the "eats" were provided by the taverners, and all went merry as a cycle bell.

The dinner over, certain business items were reeled off the docket. The following officers were elected: President,

Thomas H. Hall; Secretary-Treasurer, Byron G. Morgan; Captain, Harry E. Carter; Lieutenant, E. G. Wiswell.

The after-dinner efforts turned the thoughts of the members towards the past. Edward F. Lowry, President of the Boston Bi Club, talked interestingly of the early days of the oldest Bi Club in the United States. Secretary-Treasurer Bassett gave a few statistics relating to the early days of the Rover's Club, and repeated a poem that he read at the first dinner of the Rovers, thirty years ago. Augustus Andrews read a few selections pertinent to the occasion. James M. McGinley, who rode over from New York, 237 miles, to be present at the dinner, told of his trip, and said a good word for bicycling which he said was just as delightful and safe now as it was in years gone by. Mr. Edwin M. Whitney, a professional entertainer, added spice and humor to the evening by his recitations and stories. The full chorus was at its best and songs from the song sheet were led by Charles C. Ryder, and rendered with a great deal of force and some degree of sweetness. The next dinner was assigned to May 12, 1917.

Boston Bicycle Club—A special meeting and dinner of the Boston Bi Club was held at the City Club on Wednesday evening, April 26th. The dinner, an important part of the program, was all that could be desired. At the business meeting several important changes in the Constitution were made. The section providing that Honorary Members should neither talk nor vote at meetings was amended to allow talking but still forbidding voting. Since the club is no longer interested in racing the amateur rule in the Constitution was voted to be unnecessary and therefore set aside. The fortieth annual meeting of the club will be held in February, 1917, and it is proposed to celebrate the occasion with a program of events, including a much more elaborate dinner than is held yearly. The club desires an increase in its membership and in order to secure this it was voted to repeal the provision for an admission fee of \$5 and make the dues of \$2 the only obligation.

Upon the passage of the amendments the following well-

known riders were admitted to membership:—Geo. M. Hendee, Wm. A. Rowe, Wm. W. Windle, Wm. A. Rhodes, Fred C. Graves, George N. Jordan, Chas. E. Daly.

At the request of the club Mr. John Rush Green, who will entertain the club at his Summer home at Annisquam, made a change in the date from June 17 to June 24.

Veterans of Philadelphia—The Veteran Wheelmen's Association of Philadelphia, held its annual meeting last month at Hotel Walton. A large company of old-timers enjoyed a very toothsome banquet. C. A. Dimon was toastmaster, and in connection with the introduction of the speakers of the evening, reviewed some interesting facts in connection with bicycle days. E. J. Cattell, the city's statistician, made his usual humorous and instructive talk. Judge Joseph P. Rogers, who rode under the colors of the Castle, Kenilworth and Time Wheelmen. entertained his fellow-members with a speech that touched on various interesting happenings of the past days of cycling.

Archie Gracey, of the Century Road Club of America; J. H. George, of the same club; W. Wes Randall, who compiled the road books for the Penn Division; Wm. R. Tucker, the first man to ride a bicycle in Fairmount Park; Thomas Ayers, O. S. Bunnell and many other wheelmen who were leaders in the past in cycling, were present and gave brief talks.

"Some saintly folk in this town are always throwing the game of poker at our unoffending head," says a Georgia editor. "We want to say, once for all, we don't know the game. If we had known it we'd be richer, at this writing, by a house and lot, a good watch and chain and a real diamond stud."—Atlanta Constitution.

The Milwaukee Wheelmen held its annual banquet at the Calumet Club on April 29th.

Reverence to the memories of William L. White and William Dawes, who died during the time intervened between this and last year's reunion, was paid in a silent toast. The committee which arranged for this year's ban-

quet comprised Fred Holmes, "Terry" Andrae and William Simonds, and the latter, one of the old presidents of the Milwaukee Wheelmen, presided.

It was decided to revive the annual outing this year in July, the objective point to be Pewaukee Lake, and immediately the smoky air was filled with challenges to ride the old high wheelers in the annual outing.

The Boston Bi Club is not a racing club but it looks like a step towards preparedness for them to receive as members those veterans of the race track:—Hendee, Rowe, Windle, Rhodes and Graves. What club will dare attack the B. Bi C. on the track?

The 18th annual meeting of the National Cycling Association was held at Hotel Imperial, N. Y. City, on the evening of April 18th. Delegates were present from the Cycle Racing Association, Inc., which owns the Newark, Boston, New York and Philadelphia franchises. Delegates were also present from Baltimore, Buffalo Chicago and Providence. The representation of amateur clubs was strong and was headed by the Century Road Club Association, which has been a member of the N. C. A. for the past ten years, and has always been a strong factor in its councils. Officers elected for the ensuing year were as follows:

President, Daniel M. Adee, New York City; First Vice-President, Frank Mihlon, Newark; Second Vice-President, Inglis M. Uppercu, New York City; Board of Control, Chairman, R. F. Kelsey, New York City; Board of Appeals, Chairman, N. E. Turgeon, Buffalo.

The Boston Bicycle Club will be entertained by Mr. J. Rush Green at his seaside resort at Annisquam, Mass., on June 24. A good time is promised and a large attendance is certain.

San Francisco held a Bicycle Day on April 9th. Everything went off without a hitch. Outside of a few scraped knees when a bunch of fast riders spilled on the back-

stretch in one of the races there were no untoward incidents, and none of the ancient order of riders who turned out in force was bothered by the ride through the park which started the day's events.

When the parade formed at the Baker street entrance of the Panhandle the place of honor was given to a trio of high wheel veterans, who rode ahead even of the usual platoon of mounted police, which on this occasion was mounted on motorcycles.

These honored bicyclists were Herman C. Eggers, who rode a wheel on which he won medals in 1878, and Herman wore the medals to prove it; Dr. Thomas L. Hill, an old Bay City Wheelman stand-by, and Robert Russ, a pioneer of the Olympic Club Wheelmen. Their names are as familiar to us as household words. They were of the L. A. W. in former years. There were races and over ten thousand people jammed the stand and both sides of the horse track, which had been put in fine condition for the contests. All kinds of bicycle riders were given a chance to show their speed.

The high wheel race, 220 yards dash, was won by James Bradley, with Herman C. Eggers second; Dr. Tom Hill and Robert Russ tied for third place.

Some one who seeks to round up the procession of months and assign a day for each has appointed June 13 as Uncle's Day and advises every uncle to wear Thyme in the button. Every child has one father and one mother but the number of uncles is unlimited and the day bids fair to be a popular one. But then, any one can be an uncle.

With the high price of gasoline may we not look for a return of the bicycle? Ankle grease costs little.

Geo. L. Sullivan who was for many years, when cycling editors were in fashion, the cycling editor of the Boston Globe, has been appointed advertising manager of the Fisk Rubber Company, of Chicopee Falls, Mass.

The Hendee Mfg. Co. has put upon the market a machine-gun outfit for motor-cycles.

Central Park, Waltham, Mass., which once had the reputation of enclosing the fastest quarter-mile bicycle track in New England, has been sold to an automobile concern which will use the old cement track as a testing ground. The park, which is private property, was last used as a bicycle track in 1899.

More than a hundred aspirants for century bars rode in the annual Spring Century of the Century Road Club on Sunday, April 3. The slower riders started from New York City at seven o'clock in the morning, while the fast sections left from the former point an hour and a half later.

The course of the one hundred mile run lay due east through Jamaica, Freeport, Amityville, Bay Shore and East Islip, where the cyclists stopped for dinner. The return journey took the riders to Bellmore, Hempstead, Jamaica and back to the starting points.

In the pleasure division Chief Pacemaker Louis Zeno was ably assisted by Bill Winquist, L. P. Sattler and Sylvian Segal. A steady pace was maintained which enabled all cyclists to keep with the field. The wind was strong, however, and a few of the riders had to be pushed by willing hands. The pacemakers made a fine job of it, for P. J. Lampshear, one of the oldest riders on the run who tips the scale at 247 pounds, claimed to be in condition to start on a second century after the journey had been completed.

Most of the roads were in excellent condition, only two bad stretches being encountered. No accidents nor punctures were recorded, which is certainly a remarkable record for a one hundred mile trip. Gold medals were awarded at the finish. The cup offered for the best representation from any club was captured by the newly organized Brooklyn Wheelmen.

Important anniversaries among cycling clubs are being observed this year with an enthusiasm very well measured by the size of the figures representing the history of the club in question. The Boston Bi Club celebrates its 38th

anniversary. The Massachusetts and Essex of Newark the 37th; the L. A. W. and New Haven the 36th; the Newton (Mass.) the 35th; the Rovers, of Charlestown, Mass., and the Century Wheelmen, of Philadelphia, the 30th, and the Century Road Club its 25th.

The eighteenth annual run of the "Hardly Able Cyclists" of Philadelphia took place on Sunday, May 14th. The run was made to Mt. Holly, and six riders, in command of Capt. W. L. Lockhart, completed a round trip of 54 miles. The run was given in compliment to Capt. Lockhart's 41st birthday. Although "hardly able" to ride so far they "hardly ever" have had so much fun.

There is talk of celebrating the landing of the Pilgrims at Plymouth when shall come 1920, and it is proposed to have out-door pageants and shed-sheltered expositions. But then, New England does not provide the weather for out-door entertainment in the middle of December. We should like to suggest a run of wheelmen to the historic town, but we fear that wheels would be out of commission.

Somewhere Thomas Carlyle said: "It is in and through symbols that man, consciously or unconsciously, lives, moves and has his being; those ages moreover are accounted the noblest which can the best recognize symbolical worth and prize it the highest." June 14 is the day for the definite and conscious recognition everywhere and by all of the symbolical worth of the American flag. The epochal period through which the world is passing and the delicate and difficult questions with which the Washington government is dealing make Flag day this year a day of far more than usual significance.

WHEELING THEN AND NOW.

If you glance at a map of this coast of Maine, and see an enthusiast toiling along it for pleasure on a bicycle, it is at least fifty thousand to one that I have the honor of being that exceedingly rare, rare bird.

But when you resurrect a sport, chiefly for old sake's

sake, you will probably scorn sybaritic innovations and take up the wheel where you left it. By preference, I ride as nearly as possible the same machine I cast aside fifteen years ago—that is, except for the bell. Fifteen years ago, pedestrians stood in perfect, abject terror of bicycles, and every wheelman kept jingling a warning. Today, who cares? There are worse terrors now—dear, dear, yes!

Well, it is thanks to those selfsame terrors that the roads have improved. How strange it seems, in these days, to recall the prophecies of roads rejuvenated by the bicycle! Down here, where they say the only trouble with Maine is that the sleighing gives out so early in July, farmers are at present able to reach town a whole month sooner than they used to go. Good roads—of the Massachusetts type—abound. Gone are the quagmires that made the first “Glidden tour” such a horror. And here and there—between Rockland and Rockport, notably—you will see stretches of road unsurpassed and unsurpassable the world over.

One thing you miss, though—the bicycle path—the eight inches of smooth, hard, resilient earth beside the road. For the noble army of wheelmen has vanished—forever, probably—and the sport has lost not only its strait and narrow way, but its sociable way as well. Nobody wants to compare gears with you. Nobody challenges you to race. Nobody brags of his “century runs.”

A pity, this, though it has its advantages. Fifteen years ago cyclists were tempted to overdo, merely because others did—even women. You remember the ancient joke, “Just see those medals she’s wearing? Every one of them represents a century.” “Pshaw, you don’t say! Why, she doesn’t look more than sixty.” Nobody wears medals for overdoing now, or wants to; while as for the women,, they have given up wheeling for good and all. And to think that, once in the world, the bicycle was relied upon to introduce dress-reform!

Oh, the awful, awful perils of old-style wheeling! On a bicycle, almost any girl seemed companionable, not to say down-right bewitching and adorable, whereas the wheel, not the girl, was what did it in most cases, so that the mar-

riages that resulted from bicycle courtships have been overworking the divorce mills ever since.

But while the vast brotherhood and sisterhood of cyclists has vanished, robbing the sport of the clan spirit that was once so agreeable, a new delight has developed by reason of the new and friendly attitude adopted by the natives. The hostility they used to feel for wheelmen is now directed toward the automobiles, whose goggles and alarming linen dusters seem incomparably more aristocratic to the natives than the cyclists did, even in the days when a wheelman wore rompers a lot better suited to some genius expelled for lunacy from the Leedle Choyman Pand.

In fact, the natives appear to regard a present-day cyclist as rather an unfortunate sort of chap, who can't afford a motor car and lacks the intelligence to procure a "hoss an' team." That he takes to the wheel by preference and as a sport never enters their heads, or perhaps, instead of showing their genial side, they would feel more like handing him over to the proper authorities. As it is, you can scrape acquaintance with the utmost ease, particularly if you go at it jocosely. When the farmers are out working off their road tax by strewing sod in your way, you sing out lustily, "Hello, there! How'd you know I was coming?" When a pair of little girls stare at you from over a gate, you ask them to get on and ride.

The village inn has improved as a rule, and quite bewildering is the multiplication of tea-rooms everywhere. A wheelman can live on the fat of the land, and how the land has fattened since the sport of cycling died out! Getting to be positively obese, you might say.

Here, once more, the cause is automobiles. In a sense, the wheelman gathers crumbs that have fallen from the rich man's table.

Finally, our wheelman gains a wealth of physical exhilaration the automobilist misses outright. Try and see. The fun has not departed merely because people have left off seeking it. It is there still, with its glow undiminished and its fine rugged wholesomeness unspoiled and the spirit of it ready, any summer's day, to strip fifteen years from your age.—Rollin Lynde Hartt in Boston Transcript.

How seldom do we see a man or a woman, in these days, learning to ride the wheel. Time was when it was a common thing to see a man teaching a learner to ride the bicycle. There are very many riders of the wheel today. Where did they learn the trick? There are no riding schools, as there were in the eighties, when every agency was considered incomplete without a riding school. Do the riders inherit the art from their parents? This is one of the difficulties of long ago that seems to have passed away.

The Cyclists Touring Club of Great Britain, is holding its membership very well considering the war troubles. On the first of the year its total membership was 10,956 as against 14,569 a year ago. It has invested funds amounting to £12,852. Twelve policemen won, during the twelve months, the reward of 10s. offered by the C. T. C. to those instrumental in securing the conviction of persons scattering puncturing material on the highways.

Secretary G. B. Gibson, of the F. A. M., calls attention to the fact that the Federation is giving one dollar's worth of F. A. M. novelties to each worker who recommends five new members, and states that official collectors receive a five-dollar check every time they turn in the names of ten new \$2 members.

These prizes, however, might be called merely introductory, as plans are now being worked out which will probably lead to the announcement of much more valuable awards for those who show exceptional returns in the membership campaign which is now being started. All the resources of the F. A. M. and the motorcycle industry are being drawn upon for material with which to spur on the membership campaigners, and while it is impossible to make a definite statement at this time concerning more prizes, it is practically certain that they will be forthcoming.

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Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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The Rider's Own Paper

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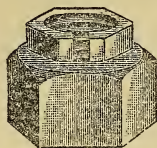
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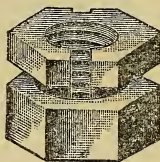
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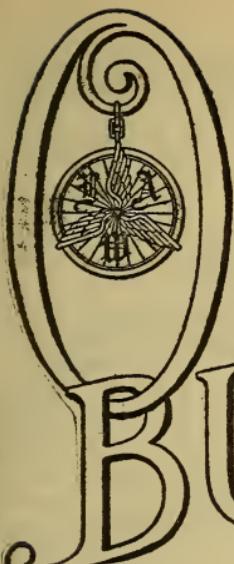
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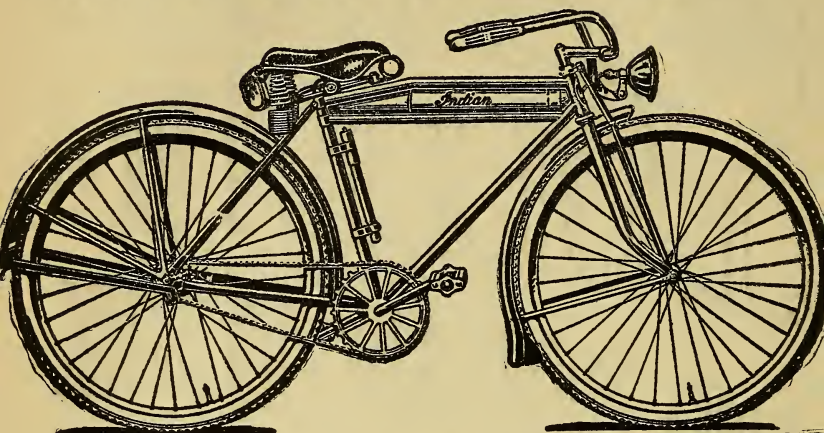
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JULY, 1916

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The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
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OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

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\$1.50 an inch for first insertion and each new setting. Repeat
insertions \$1.00 an inch

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Vol. 14, No. 7

JULY, 1916

5 Cents

STOP! LOOK! LISTEN!

We have entered into an alliance with the leading weekly Bicycle and Motor Cycle journal of the U. S. The Motor Cycle Illustrated and Bicycling World, a weekly paper, the subscription price of which is \$2 per annum, offers a year's subscription to League members, through the Secretary, for \$1 in addition to the League dues. Thus for \$2 a wheelman can have a membership in the L. A. W., the monthly Official Bulletin, the Motor Cycle Illustrated and Bicycling World.

Life members and those who have already renewed for 1916, may send the extra dollar and obtain the combination. It is impossible that the Official Bulletin, a monthly paper, can give quick news to the readers. The new ally can do this.

The M. C. I. is profusely illustrated and ably edited. It issues several special editions during the year which contain up to 160 pages each. It preserves and carries out the well-remembered policies of the Bicycling World, which it makes a separate and distinct portion of itself.

This is an offer which should appeal to every member of the L. A. W. and we hope for a liberal response.

The Rhode Island Wheelman, an organization made up of old-time bicycle riders, will have an outing on July 8th.

The annual banquet of the L. A. W. will be held on Sept. 7. Make a note of it.

"A miss is as good as a mile," said she, "you can grasp that without fatigue; but it takes a lot more men than three, you'll notice, to make a League."

The nominees are all before you: Hughes, Wilson, Belding. There are others but they don't count.

1916 is half gone. Here's hoping the second half will be an improvement in weather conditions over the first.

The Fourth will dawn as it always does, and the powder will flash as before; the rocket will whiz and the candle will flare, and the Chinese cracker will roar. The big iron cannon will sit on the hill and salute with a dozen booms; while the stick of punk will smolder away and greet you with stifling fumes.

Success is largely a matter of buying experience and selling it at a profit.

The F. A. M. will hold its next annual meeting at Providence. We happen to know that Providence wheelmen are generous hosts. We have often been there.

The L. A. W. has scored a very remarkable record of renewals during the first half of 1916. On June 20 we took count with the following results: Expiration of memberships Jan. 1 to June 20—519; Renewed, 469 Resigned, 6; Died, 8; Lapsed, 36. Of those who have failed to renew there are many who will make good later. A very good demonstration of the staying qualities of our members.

The mile record for the bicycle, with a standing start, took a downward slant for many years. Up to 1882 it

stood at 3.08 in spite of many attempts to beat it. April 8, 1882, Ralph Ahl lowered it to 2.58 3-4. Later Sanders Sellers made it in 2.29. In 1890 it was 2.20 3-5. In 1891 it dropped to 2.15. The next year saw it at 2.05 3-5. In 1893 it was 1.51. In 1894, with flying start, it fell to 1.47 3-5. The following year it went down to 1.40 2-5. In 1896 it reached 1.39 1-5. In 1897 it was placed by two riders at 1.35 2-5. In 1898 it was 1.35. Today the best records are: Professional, motor paced, 1.09 1-5. Amateur, unpaced, 1.55.

There are many wheelmen at present, but there are few active clubs. The solitary wheelman is not to be envied. He should be clubbed.

The Nominating Committee has presented a ticket for the annual election that should commend itself to the membership. Mr. George D. Gideon, the first Vice-President, was the logical candidate for the Presidency, but his business is such that he has never been able to attend the meetings of the Assembly, and he declined to be a candidate. A member of a firm which publishes educational books, he finds himself unusually busy in September when the Assembly meets, since it is the opening month of the school year.

Mr. Milo Belding is the candidate presented. No man is better known, nor more kindly regarded than Mr. Belding, who has been an earnest worker in the League interests for many years. Mr. Theodore F. Merseles has been advanced a step and becomes candidate for First Vice-President. Mr. Elmer G. Whitney is offered as a candidate for Second Vice-President. Mr. Whitney never fails to attend the Assembly meetings and he is one of the most popular members of the body. He antedates his associates on the ticket, having joined the L. A. W. in 1882. Mr. Nickerson is candidate for re-election as Auditor. We congratulate the Committee upon its very happy choice of candidates.

A Decided Calamity—From time to time we have made selections from that very bright and interesting cycling paper, The Irish Cyclist of Dublin, and on two occasions the Boston Bicycle Club has had the pleasure of entertaining members of its staff—Mr. J. C. Percy, editor, and Mr. E. J. O'Reilley (Scorcher), a contributor. And now comes the news that as a part of the destruction of property incident to the insurrection at Dublin, the offices of the Irish Cyclist at 34 Lower Abbey street, Dublin, were entirely destroyed. There was nothing left standing but the four walls. Files, personal effects, papers, desks, all gone. Books and the other contents of the safe were the only things spared from the hand of the destroyer. The manuscript for a new edition of Percy's "Bulls" also fed the flames. Coincident with the loss of the offices and effects, came to the journal the loss by leath of Miss Mabel Richards, who, over the signature of "Peter Wanderwide," contributed many bright articles to the paper. She was a member of the staff and a charming and talented writer. We offer our sincere sympathy to our good friends on the other side and in doing so we know that we voice the opinions of a wide circle of friends among the wheelmen of America. We are glad to note that the sufferers made a quick recovery and that the Irish Cyclist has resumed its advent as a welcome guest at L. A. W. headquarters. While we regret the loss that our friends have met, we rejoice that "Arjay," the "Tramp" and the "Scorcher" are still to be with us.

A Fine Idea—The fine-box of "No. 34" was a famous institution—it was talked about, to our knowledge, in many places. With regret we have to announce that it went the way of all things which were located at our place during Sinn Fein Week. Instituted some years ago with a view to the moral advancement of our staff and visitors by suppressing un-Parliamentary language and "funny" stories, that box had a history full of hu-

man interest. It was also a source of innocent merriment. To see the look of surprise and apprehension that spread o'er the features of a visitor who, on the completion of his best story, was faced by the box and sternly requested to pay up, was a good joke in itself. No one escaped. We shall name no names, but our "fine-box" in its time held the contributions of many of those who are great in the land. It must be said that most of our transgressing visitors paid up cheerfully. On one occasion, however, an offender compromised by the payment of one half-penny for his breach of the rules. It is unnecessary to state his nationality. The usefulness of the "No. 34" fine-box was two-fold: it suppressed little lapses of language and provided some of the poor children of Dublin with a Christmas dinner—one year's fines amounted to about 30s. So there are many of our friends who will learn with regret that the 1916 box perished in the revolutionary flames. Its end was pieces.

Irish Cyclist.

Twenty-Five Years Ago—July 1901—We like to turn back the pages of history once in a while, and note what was being done in those strenuous days when we were younger than we are now. A good half of our membership were with us a quarter century ago and all will be interested in the look backward. James R. Dunn was President of the L. A. W. in July, 1901, and we had 20,242 members. Early in July we were interested in a contest over the amateur question. The A. A. U. was maintaining racing teams of racing wheelmen, paying their expenses, furnishing trainers, etc. The L. A. W. contended that the taking of expenses made professionals of these men. The L. A. W. and A. A. U. had a long conference and articles of agreement were drawn up and accepted by both parties. Chas. E. Randall, Chairman of the Racing Board, refused to abide by the agreement and defied the Executive Committee. President Dunn removed him and then followed wordy controversy in which Mr. Randall was worsted. The great event of the year was the L. A. W. Meet at Detroit, July

16, 17, 18. There was a large attendance and a lot of fun. A 25-mile road race was won by B. J. Graham from the 30-minute mark, and N. H. Van Sicklen beat the existing record in 1-25-1 from scratch. There was a cycle show at the Rink, a lantern parade, and races at the park. Zimmerman won the 1-2 mile championship and W. F. Murphy won the mile championship. Sterling Elliott was, at that time, pushing the Hickory bicycle. He took a trunk full of badges carrying the word "Hickory" in polished nickle letters. The Boston crowd helped him to distribute them. At the close of the Meet every waiter girl, every policeman, every car conductor and driver and every wheelman was a walking advertisement of the Hickory. A Hickory Club was formed and down at the rink they set up a barrel and initiated members by compelling applicants to crawl through the barrel while Bell Stall with a Swat Stick persuaded them to hurry. Stall weakened early in the game and gave way to Bush of Bellefonte. The crowd outlasted the swatters and late comers had but to crawl through the barrel while Bill Stall with a Swat Stick were initiated by Peck and Bassett in a very gentle and refined way. "Griff," which is short for Griffin, was the grand mogul of the Meet. Would that we could repeat at this time the jolly times of long ago.

Notwithstanding it is a general holiday, "Fire Works" till a late hour on the Fourth of July.

The question as to whether a person must have a permit to ride a bicycle, has been brought up for consideration because of the argument of an attorney that a street railway is not liable for damages to person operating such a vehicle without a permit. The matter is now being investigated by the Law Department.—Worcester Paper.

"The Law Department" will fail to find any law which requires one to have a permit to ride a bicycle. They

will, however, find a ruling that the bicycle is a carriage, and any law imposing duties on a bicycle must also apply to all carriages. We are not disturbed over the matter. The army of wheelmen is growing and wheelmen have votes.

Speaking of our national holidays, it may be said that the one that ranks first is the Fourth.

In the early days of cycling there were many who claimed the steel track road to be the perfect one for cycle, carriage and dray. Two flat steel rails, slightly grooved, would form a firm and lasting surface. If such a road would be good for the old-time vehicles how much better for the automobile. But the army of steel-road advocates has retreated.

A Triple Outing—A special automobile outing of the Nylaw Association of New York was arranged for the 10th and 11th of June by the Chairman, Mr. William M. Frisbie, and Mr. C. J. Obermayer. Automobiles were furnished by Mr. Frisbie, Mr. Obermayer and Mr. Walter M. Meserole. The party met at Hanson Place and Flatbush Ave., Brooklyn, at 1.30 P. M., on Saturday, the 10th, and there gathered, besides the above named, Messrs. F. P. and W. W. Share, J. C. Howard, John B. Kelley, William M. Thomas, E. H. Walker and W. H. Hale. Others were expected but failed to arrive. The route taken was along the south shore of Long Island to Amityville, thence across the island to Huntington, and to the Huntington Golf and Marine Club, where the party dined and remained over night. After breakfast at the club the next morning the party re-embarked and made the run to the Crescent Athletic Club's country house at Bay Ridge, Brooklyn, where an excellent luncheon was served. The route returning was via Roslyn and Mineola. Rain threatened the party during the entire period, but little fell during the ride. However, the heavy rains of the preceding days pre-

vented any possibility of dust. The outing was a most enjoyable one, and those who might have gone but didn't don't know what they missed. A notable feature of the affair was the fact that all those present were not only members of the Nylaw, but also members of the League of American Wheelmen and the Boston Bicycle Club. It might therefore be considered a triple outing in which all three organizations participated equally.

May 12 witnessed the appearance of Volume 1, Number 1 of The Wigwam World, a full sized newspaper which is to be gotten out every two weeks by the advertising department of the Hendee Mfg. Co., in the interests of and for distribution among the thousands of employees of the Indian factory. Aside from many an interesting news item gathered from each and every department in the large plant, the first issue contains a personal letter from Mr. George M. Hendee to the factory folk, a short history of the Indian plant, and departments covering the various social and sporting activities, including a women's department, calculated to interest every employee.

"I make no doubt that bicycling at the present period is the most beneficial exercise one may have; and, speaking personally, it has been the means of affording me more happy hours since the beginning of last August than at any previous time in a long wheeling career. Why should this be so? Because cycling is not a competitive institution as a general thing; because one may easily and smoothly ride away from one's worries (which have been accumulating so greatly with all of us of late); because the exercise can be attuned to one's mood; because it takes one among fresher and pleasanter scenes than one encounters in the usual workaday world; because it soothes and refreshes; because it is the most economical sport one can indulge in, and because it is the finest antidote to carking care in trying times that one may enjoy."—Exchange.

NOMINATION OF OFFICERS.

The committee appointed to nominate officers of the League of American Wheelmen, to be elected at the Annual Meeting in September, herewith respectfully submits the following list. Mr. George D. Gideon, now first vice-president, for business reasons, declined to allow the use of his name as a candidate for President, and much to our regret we had to substitute another name. Mr. Milo M. Belding, Jr., served the L. A. W. as first vice-president in 1902, but for business reasons he declined to be advanced to the presidency, at a period when the demands upon his time would be very much greater than they are now. He has consented to the use of his name since the demands are not so pressing now as they were then. We are very glad to recommend him to the consideration of the membership

Mr. Elmer G. Whitney of Dover, N. H., is a man universally beloved by those who have been active in League affairs and who have had the pleasure of meeting him.

We present the following ticket and recommend it for the consideration of the members of the National Assembly who are qualified to vote at the coming election:

For President,

Milo M. Belding, Jr. New York City

For First Vice-President,

Theodore F. Merseles Jersey City, N. J.

For Second Vice-President,

Elmer G. Whitney Dover, N. H.

For Auditor,

Augustus Nickerson Boston, Mass.

Respectfully submitted,

Fred D. Irish,

Wm. M. Thomas,

Marriott C. Morris,

Nominating Committee.

The style for lawns at this season is a la mowed.

Here's a really splendid offer

THE following is yours for an outlay of only \$2: A membership in the League of American Wheelmen—a year's subscription to the Official Bulletin, and finally, a full year's subscription to

Motor Cycle Illustrated and **Bicycling World**

The latter is a weekly journal published in New York. The regular subscription price is \$2 a year. It is issued every week, and *contains from 64 to 160 pages, with from 50 to 300 illustrations.* It is the most attractive, most interesting and most valuable cycle journal published in the United States. It contains all the cycle news every week, touring stories, racing and trade items, in fact, everything you want to read about cycling when the news is fresh.

Make remittances to
LEAGUE OF AMERICAN WHEELMEN
ABBOT BASSETT, Sec. and Treas.
Newtonville, Mass.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.

The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1914-15

President, Wm. H. Hale, 456 Fourth Ave., New York City; 1st Vice President, George D. Gideon, Philadelphia, Pa.; 2d Vice President, Theodore F. Merseles, Jersey City, N. J.; Secretary-Treasurer and Editor, Abbot Bassett, 105 Central Ave., Newtonville, Mass.; Auditor, Augustus Nickerson, Boston, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name,

Street,

City and State,

References,

Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

105 Central Ave., Newtonville, Mass.

The
Official Bulletin, L.A.W.

The Rider's Own Paper

GUARANTEED CIRCULATION

THE Bulletin goes to every member of the
L. A. W.

The L. A. W. has done more for Cycling
than any other organization present or past.

It started wheeling and in the early days directed and protected it.

It started and fostered the good roads movement in the U. S.

The L. A. W. is still active in the cause of wheeling.

The officials of the L. A. W. feel that they deserve and should have the support of the trade for which the L. A. W. has done so much.

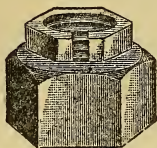
Our paper is read to a larger extent than any other wheel paper published.

L. A. W. Publishing Company

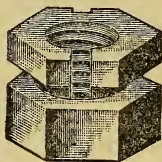
105 Central Ave., Newtonville, Mass.

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is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

LOCKHART SUSPENDER CO.

LINCOLN

Suspenders

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**1307-09-11 MARKET STREET
PHILADELPHIA, PA.**

**WM. L. LOCKHART,
Treasurer**



OFFICIAL
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AND SCRAP BOOK
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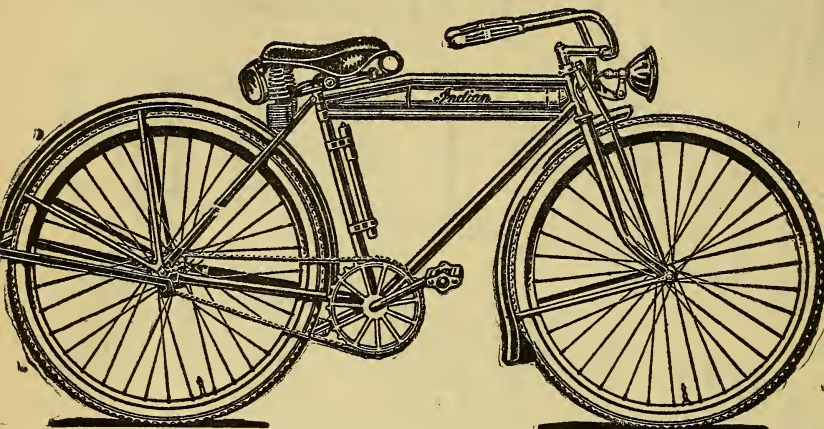
PUBLISHED MONTHLY

AUGUST, 1916

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District (for extra postage) 5 Cents Single Copy

L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

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1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splasher of same material.
3. Braced handlebars, motorcycle type.
4. Any kind of leading coaster brakes fitted according to rider's preference.
5. Electric headlight and tank suitable for carrying two No. 6 Batteries.
6. Motorcycle size pedal.

The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
N. H. BODIE.

Models for the whole family. Juveniles and grownups.

\$25 to \$40.

Hendee Manufacturing Company
Springfield, Mass.

OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress, March 3, 1879

Vol. 14, No. 8

AGUUST, 1916

5 Cents

L. A. W. NATIONAL ASSEMBLY MEETING.

The Annual Meeting of the National Assembly will be held at the Dreyfus Restaurant, 8 Beach Street, Boston, Mass. (up two flights), on Thursday evening, September 14th, at 8 o'clock. Previous to the meeting, at 6 o'clock, a dinner will be served for those who desire to partake. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 11th, by those who will dine with us. Don't fail to notify Abbot Bassett, Secretary-Treasurer, 105 Central Avenue, Newtonville, Mass.

It is a pleasure to meet and break bread with old friends, and as great a pleasure to meet prominent members of the L. A. W. for the first time. Why not put down the date on your engagement list? We want to see as many as possible.

First—We will meet and greet the friends of old, the friends of our active wheeling days, the friends who grow dearer to us as their numbers grow less.

Second—We will have an old-time wheelmen's dinner, minus fuss, feathers and formality, and plus sociability, song and story.

The price for the eat will be \$1.

If bicycle riding is to be the pleasure it should be, it is high time for the L. A. W. to assume control of the weather.

The linotype got away from us last month and made us put 1901 in place of 1891. The events referred to occurred 25 years ago in 1891. We are willing to be forgiven.

Although the steed of steel doesn't eat anything, it must have its bill of air just the same.

After a self-made man finishes a job he closes the factory.

"I see my finish," said the wheel as it spied the enamel.

When we are writing of the events of 25 years ago, it comes to us with great force that those were indeed the "good old times."

It was Job who first said: "That makes my blood boil." He was on to his job.

"I make time fly" said the wheelman, "when I make a century run."

What's the use of sighing for an aeroplane when any man can go out on a bat or a lark?

There is little doubt that the clocks go faster and the days slip away quicker in vacation than at any other time.

The annual Carnival of Sports and Parade with decorated bicycles under the auspices of the Century Road Club Association is scheduled for August 6. There will be cycle races galore. The parade will start at Columbus Circle, N. Y. City. A special effort is being made to interest the veterans of cycling around New York to participate in this run and Daniel M. Adey, president of the National Cycling Association, has promised to head this division of the parade.

A summer novel begins: "He sighed as he set by her side by the seaside, and she sighed and the sea sighed."

The Monday Club, of Boston, has not discontinued its meetings and still eats at the Dreyfus every Monday noon, at 12.30. The old boys come around regularly and the occasional old boy drops in once in a while. They act like the dignified "old boy" and drink in inspiration and good cheer at every meeting.

The Newton Bi Club sat down to its 224th dinner at Cafe Bova on July 13. The membership is now very much reduced, but the Club long ago determined that it will dine at frequent intervals until the numbers drop to less than two.

The New Bedford (Mass.) Cycle Club, which was organized some 35 years ago and after a successful existence of 20 years dissolved about 1901, held a reunion on the evening of May 24th at Sippican Tribe Hall, Union street, that city. Seventy-four members and friends, including Mayor Hathaway, an old-time member, enjoyed a vaudeville entertainment, followed by a clam dinner.

The Boston Bicycle Club made its usual summer run to New York on Saturday, July 8. The run was made on a steamboat of the outside line and on the golf links of the Marine and Field Club. John B. Kelley had charge of things at the New York end.

A WEATHER CENTENARY.

We are celebrating, or may be, we are swearing at what looks to be a weather centenary, for there are those who are firmly convinced that the weather man is planning to make 1916 a fitting centenary celebration of 1816. For 1816 lingers in the traditions of the oldest inhabitants as "the cold year" and "the year without a summer." That year brought terrible experiences to rural New England, for then it depended on its own fields and gardens and did not draw its food from all parts of the world. Snow fell in every month of the twelve, and there were no crops worth the name in the northern New England states. The winter was rather milder than usual, but spring and sum-

mer refused to come. Corn, the mainstay of the people, froze after it was planted. Snow squalls drove men out of the hay fields in July.

The fall conditions were about normal, but the damage had been done and there was no corn to harvest. Many lost heart and migrated. It was the year that resulted in the first general movement to the Middle West. From one town on the Kennebec that had fewer than fifty families, twenty families moved to Ohio. It was a time of great distress, and during the cold and frosty summer many people were convinced that the end of the world was at hand. There has been no year like it in the century that has passed, and New England will be very well satisfied to let the anniversary go unobserved.

The above was written when it was raining every day. It simply couldn't help raining.

The Milwaukee old timers were scheduled for an outing and run to Thiensville, Wis., on July 16. F. Terry Andrae was elected to lead the wheelmen on an Ordinary. We can imagine the good time, but cannot report it at this time, since we are not swift in getting out. The daily press can get copy, set it up and get it onto the street in about as many hours as it takes us weeks to accomplish. We suggest that in the absence of definite information our readers imagine the good time that a group of old-timers was bound to enjoy.

Louis Pierron, of Milwaukee, is the editor of "Pierron's Pneus," a cycling paper that is published "Once in a while." He makes it a bright and newsy sheet and doesn't have to make himself a slave to time as the rest of us do. He follows the example of Frank W. Weston, who in 1878 was publishing the American Bicycling Journal, the first bicycle paper in America, and issuing it once in a while. A man can do good work if he can launch results when he gets darn good and ready.

Just a word to remind delegates and members of the annual good time in September. The annual meeting and

dinner should appeal to those who are eligible to act in the Assembly meeting and to those who are League members with a live interest in our affairs. The dinner is open to both. The Assembly meeting is open to both, although the Delegates alone will be allowed to vote. We want a good representation from Boston. Every Boston member should be with us in order to extend the glad hand of welcome to those who come from a distance. There will be present members from New York, Pennsylvania, Maine, New Hampshire, Connecticut, Rhode Island, Vermont and from the other states of the Union. We mention particular states because we never fail to have representatives from all of these. And many of those who come from a distance will ride to Boston on their bicycles.

The annual Wheel About the Hub will start on Friday, September 15th, from the usual place in Roxbury at the usual time. The route will be a repetition of previous routes and the company will be largely the same. Capt. W. G. Kendall will count his 25th time on the tour and he will repeat his stunt of riding all the hills for the 25th time. Good fellows always welcome and doubly welcome if they come on the wheel.

Twenty-Five Years Ago—August, 1891, we were looking forward to the big bicycle meets to be given at Hartford, September 7 and 8, and Springfield, September 10 and 11. Racing was the thought uppermost in the minds of every wheelman and touring parties were heading for the East. Meantime the wheelmen of Massachusetts were holding their annual meet at Cottage City. There were races around the Park, a parade of which Arthur W. Robinson was Chief Marshal, and a ladies' division of which Marion D. Bassett was Marshal and Sadie Stall, Chief of Staff. One evening there was a torchlight parade in costume and a "Lone Fisherman" took first prize. There were fireworks after the parade which were superintended by Sterling Elliott. Then there was a ball at the Casino. Those were delightful occasions, would we could have them now. The Elwell Tourists were in France and the Bi World was publishing notes of the tour. Sterling

Elliott was pushing the Hickory Wheel and his peculiar advertising methods were attracting attention. An item in the Bi World notes the fact that "The veteran Dr. Geo. E. Blackham still remains active in cycling and has recently been elected President of a bicycle club." That was 25 years ago and the "veteran" is still with us. What shall we call him now? A new building for the Pope Manufacturing Co. was being erected on Columbus Avenue, Boston. The Eagle Bicycle with the small wheel in front was being advertised very liberally. A new feature in advertising was by a brass band. Pope's Band furnished the music at the Hartford tournament and Overman's band did likewise at Springfield. Those were great days for the wheel and for the wheelmen.

Our old friend, Lincoln Holland, who has been a wheelman since the beginning of things, has produced a long-felt want. It is the L-H Gasifier for Ford Cars. He has run a Ford on kerosene so there was no odor, which means perfect combustion. He has run one 278 miles on 10 gallons of distillate, costing \$1. He claims that there is some 25 per cent. mileage and 40 per cent. less cost of fuel. If you want to know more about the new fuel, write Lincoln Holland, Main Street, Los Angeles, Cal. We are almost tempted to buy a Ford.

In our July issue we announced an arrangement with the publishers of the Motor Cycle Illustrated and Bicycling World whereby we offered to supply their journal to League members at a reduced rate. The subscription price of the M. C. I. and B. W. has been \$2. We offered to give a subscription to the combined papers, and a League membership with the Official Bulletin for \$2. We are obliged to withdraw the offer since the publishers have decided to make separate journals of the combined papers, and beginning August 5 the Bicycling World will be issued as a bi-weekly. We hope to make a new arrangement whereby a League member may have one or both of the papers at a reduced price.

The Irish Cyclist published June 21 its 31st Birthday Number. The number is well up to the standard usually employed by our contemporary across the seas, and testifies to the journalistic ability of our good friends of Dublin. One article made a strong appeal to us. It was by "The O'Tatur," whose real name is "Murphy," and was "On Writing Obituaries."

Unless a man loves somebody or something he can't be very rich, and if he does he can't be very poor.

When a man marries he fully intends to be No. 1 in the family, but in many cases the period drops out.

John Callbraith Gulick, a life member of the L. A. W., died of apoplexy on June 20th, after a brief illness. He was 64 years of age. Mr. Gulick was born in New York, and in 1872 was graduated from the College of the City of New York. Later he was graduated from Columbia University with a degree of LL. D., and since then has been a highly successful lawyer. He was unmarried; his immediate family consists of two sisters. He joined the L. A. W. Nov. 30, 1883, and at the Meet of 1886 was elected a Vice-President. He was one of the organizers of the Citizens Bicycle Club in New York. He followed all the changes in the bicycle and so late as October, 1909, he rode his wheel Around the Hub with the Boston Bi Club.

At the funeral service there was made to the usual religious service an addition which, though unusual on such occasions, was felt to be commendable by those who had gathered to pay a last tribute of honor and affection to the man who was dead.

The clergyman, when his own part of the exercises had been completed, announced that two of the friends present, who had known Mr. Gulick particularly well, desired to express their appreciation of his character and achievements. Then he called, first, upon Henry D. Cooper, whose intimacy had lasted from college days in the earliest '70s, and, next, upon Lewis Sayre Burchard, whose associations had been almost as long. Both gentlemen spoke, simply and with not too many words, but feelingly and

with the eloquence that sincerity gives, of the traits by which Mr. Gulick had won and kept the warm friendship of themselves and many others.

They could speak, of course, and did, from the personal knowledge that a clergyman, especially in a large city, so often lacks on such occasions—from the knowledge that is acquired in the business and professional relations in which men are seen more nearly as they are than clergymen, as not a few of the latter have sorrowfully confessed, are likely often to see them. The praises by these friends of Mr. Gulick were specific, not general, and there was nothing in them of the perfunctory.

And this, it must be remembered, was additional, not substitutional. There was nothing in it to disturb the most delicate of religious sensibilities, and the innovation was judged by those who heard these addresses to be wholly admirable.

Mr. James M. McGinley says of him:—Personally he was my close friend and adviser. His kindly hospitality, high standards and balanced temperament made him beloved by all who knew him. As a wheelman of the old school, he was an enthusiast, and rejoiced in the sport and its associations. The broad highway has lost a noble devotee and the L. A. W. an honored member."

The Secretary has always counted Mr. Gulick among his warmest and most valued friends. In the stormy days of 1887, when the L. A. W. headquarters were transferred from Philadelphia to Boston, it was Mr. Gulick's able direction of affairs incident to the removal that calmed the troubled waters and brought about a peaceful solution of the trouble. Take him for all in all he was a friend to man.

Charles H. Jenkins, of Louisville, died suddenly at Atlantic City on June 21, from neuralgia of the heart. He was attending a convention of the Master Car Builders' Association. He was 54 years of age. In the early eighties, when wheeling claimed the interest and attention of thousands, he was one of the most enthusiastic cyclists in the country. On July 4, 1882, at Louisville, in a five-mile relay race, he won the championship of the United

States. Four days later, at Baltimore, he won the fifty-mile open track event, one of the star events of the track. He was L. A. W. Chief Consul of Kentucky in 1898 and Treasurer of the Fountain Ferry Cycle and Athletic Association. He won many victories on the cycle track and was a prominent member of that little coterie of wheelmen that made Louisville famous in the wheel world and entertained members of the L. A. W. with lavish hands on several occasions when they were hosts and all the rest of us were guests.

Canadian war cyclists now have a newspaper of their own, the first issue of a bi-monthly publication for the Divisional Cyclist Corps having been sent out from the Cyclists' Training Depot at Exhibition Camp, Toronto. The paper is called the Canadian Cyclists' Post, and the editor-in-chief is Sergeant E. W. Earle who, prior to enlistment in August, 1915, was a trade journalist of Toronto.

The Book of Robert Bruce, at one time editor of The Bicycling World—The three hundred miles from Baltimore or Washington, through Frederick, Hagerstown, Cumberland, Frostburg, and Uniontown to Wheeling, W. Va., is the most historic thoroughfare in the United States, and the eastern division of the National Trails Ocean-to-Ocean route. For several years it has been studied in detail by Robert Bruce, long on the staff of the American Automobile Association and the Automobile Blue Books, who has just brought out, under the name of "The National Road," a booklet of 100 pages, covering the route from the topographic, pictorial and historic standpoints. It is the work of a close student of the subject, who has spared neither time nor pains to go beneath the physical features which, however, are brought out with special clearness and good effect, to the stirring history and legend that center about the old turnpike from Baltimore and Washington across the Alleghany Mountains to the Ohio River more than any other single road in America. Copies at \$1.00 each postpaid, can be secured from the author, Robert Bruce, Clinton, Oneida Co., N. Y., who will be glad to correspond with any motorist intending to make all or part of that trip.

Figures which have just become available show that 8,314 motorcycles have been registered in Massachusetts for 1916, as compared with 7,704 which were listed in 1915. Registrations throughout the first six months of the current year were unusually large.

Do you remember about the man who said that he had no reminiscence promoters, since every house that he ever lived in had been destroyed by fire? The Grand Union Hotel in New York City, the scene of many L. A. W. meetings, dinners, reunions, etc., has given place to an office building. And now the American House in Boston has gone out. There were held banquets of wheelmen, pioneers of the L. A. W., etc. An office building will take its place. Thus do business interests stifle history.

Organize Wheelmen. From No. 601, a Veteran—The League seems to be an aggregation of scattered wheelmen who are solo riders. Why not concentrate. Let all the wheelmen of a given town or city get together, form themselves into a club and ride for a purpose. The solo wheelman gets little, if any, fun out of the wheel. Organized they could have club runs, dinners, tours, etc. No need for a club and no need for high dues. Appoint a rendezvous in the open. Start from this place on every run. Get together and talk things over. A world of fun. I ride often and mostly alone. I meet many riders on the road and often I pick up a companion and we ride together for miles. The League is a good basis and we could invite all L. A. W. members in the place. It would seem to be a good idea and I hope to see it go. (The idea is a good one but it should be worked up locally. We can hardly reach out to every hamlet and town in the U. S. and assemble local wheelmen. The residents should carry out the plan and we believe it to be a good one. The get together idea gives a new delight to wheeling. Will not some of our members in small communities start the movement?—Ed.)

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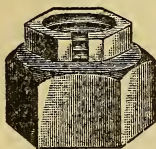
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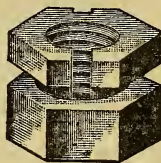
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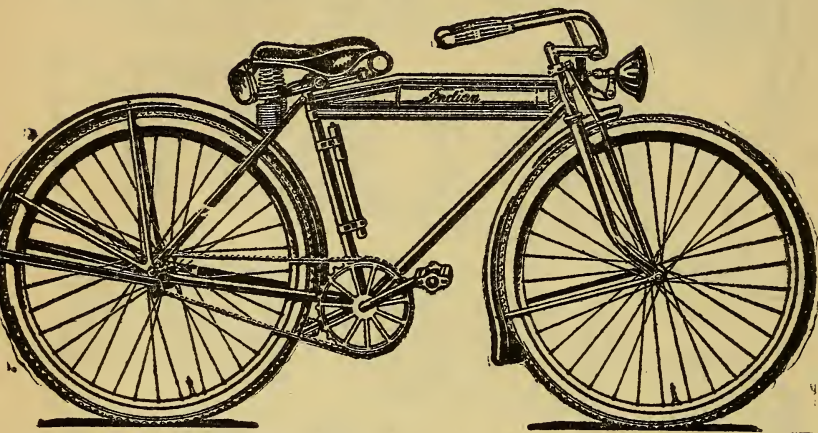
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Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
N. H. BODIE.

Models for the whole family. Juveniles and grownups.

\$25 to \$40.

Hendee Manufacturing Company
Springfield, Mass.

OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat
insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston,
Mass., under the Act of Congress, March 3, 1879

Vol. 14, No. 9

SEPTEMBER, 1916

5 Cents

ANNUAL BANQUET OF THE L. A. W.

The Annual Banquet of the L. A. W., to which all members of the League are cordially invited, will be held at the Dreyfus Restaurant, 8 Beach Street, Boston (up two flights to private room), on Thursday, September 14th, at 6 o'clock P. M. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. Dinner tickets, \$1.00 As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 11th, by those who will dine with us. Don't fail to notify.

Faternally,

ABBOT BASSETT,

Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

The above gives notice of our annual getting together. It always spells a good time. About the only time in the year when we meet friends from a distance. Why not join us? We hope to have a large gathering of old-timers and juniors.

The day following occurs the Wheel about the Hub, the historic and joyful meet.

About 200 cyclists participated in the annual pleasure run and carnival of sports staged by the Century Road Club Association, Sunday, August 6. One of the fea-

tures of the annual tour was the ladies' and veterans' division, in which over a dozen cyclists who have seen fifteen years of service participated. The start was from the Columbus Circle to the Grand Concourse, Pelham Parkway, where a number of races were held.

To the cyclist, September is about the most enjoyable month of the year. It is not too hot and not too cold. Just a delightful, exhilarating "alf an' 'alf."

She—What is your favorite stone?

He—The baseball diamond.

"Pa, I know which is the most warlike nation."

"Well, my son, which is it?"

"Vacci-nation, pa. 'Cause it's always in arms, isn't it?"

Oysters are now ripe and football is sprouting.

We greet Autumn not on the first day of September but on the 23d.

"Can you tell me what a smile is?" asked a gentleman of a little girl.

"Yes, sir; it's the whisper of a laugh."—Answers.

In answer to a request note the following locations of the L. A. W. National Meets:—1880, Newport; 1881, Boston; 1882, Chicago; 1883 New York; 1884, Washington; 1885, Bucalo; 1886, Boston; 1887, St. Louis; 1888, Baltimore; 1889, Hagerstown; 1890, Niagara Falls; 1891, Detroit; 1892, Washington; 1893, Chicago; 1894, Denver; 1895, Asbury Park; 1896, Louisville; 1897, Philadelphia; 1898, Indianapolis; 1899, Boston; 1900, Milwaukee; 1901, Buffalo; 1902, Atlantic City. After this there were no national meets. League Day was instituted and celebrated in such cities as cared to rec-

ognize it. The annual gathering now takes place every year in Boston and the regular program is a meeting of the National Assembly election of officers and a banquet, followed the next day by the Wheel About the Hub, which is a function of the Boston Bicycle Club.

"Marriage is a lottery with a very few prizes."

"Of course, it is. The best man never gets the bride."
—Baltimore American.

It is September. Now the letter R appears; now the oyster gaily steers toward the scallop or the stew. For the Summer days are through. No more freckles, no more tan, no more leisurely young man. No more strolling 'neath the moon; no more ice cream, no more spoon; no more landlord smiling gay at the bills you have to pay. Mount your wheel, the good roads call; Autumn weather's best of all.

"I am dressed to kill," said the recruit when he had donned his uniform.

While riding a tandem past some spring chickens, a Michigan member's wife remarked, "O, what nice broilers they are!" when he added, "Yes, let's scorch a little and roast one."

The annual meeting of the F. A. M. took place at Providence, R. I., on July 25, and showed a condition of things to be deplored. The membership fell from 8,247 in 1915 to 5,926 in 1916, a net loss of 2,321. The treasury showed a balance of \$28.62 and \$2,500 due to the officials. In all this there can be shown nothing to the discredit of the officials. President Coffman and Secretary Gibson have worked hard to make the organization of a great benefit to motorcyclists, but all their efforts have been unappreciated and have failed of recognition. It is not to the credit of motorcyclists that they have withheld their support from an organization

founded and maintained to promote their interests. We extend our sympathies to the hard-worked officials of the F. A. M. They have been instrumental in procuring benefits of great importance to those who ride motorcycles. The army of power propelled bicycles has increased very fast and there should have been by this time a membership larger than the 20,000 that has been hoped for. We extend our sympathy to our sister association and sincerely hope for better things in the future.

It may be that one of these days the Trade will wake up to the fact that such organizations as the L. A. W. and the F. A. M. are entitled to its encouragement and support. In the early days of cycling the L. A. W., by its activities, made it possible for the wheel to be ridden on the streets and in the parks; it secured the rights of wheelmen, secured the free carriage of wheels as baggage, and in many ways made patrons for the bicycle trade. The makers and dealers recognized this and gave the L. A. W. a liberal support. Today the trade is in entire ignorance of the fact that the L. A. W., the F. A. M. and C. R. C. A. are existent. It may be that one of these days the trade will wake up to the fact that a large number of organized wheelmen is a thing to be recognized when they want customers.

At the thirty-ninth annual dinner of the Essex Bicycle Club, of Newark, N. J., which was held at the Robert Treat Hotel in that city recently, there was a large attendance of veteran cyclists, the list of guests including Theodore F. Merseles, E. R. Bellman, W. H. Stauffer, C. R. Zacharias, George Murdoch, Dr. C. E. C. Smith, Carl W. Tucker, Benj. S. Whitehead, Dr. H. S. Sutphen, Frederick J. Keer, Charles Dennison, Dr. A. W. Osmun, A. J. Clark, Jr., and E. O. Chase. In addition to those mentioned were the officers, who were elected for the ensuing year, consisting of Col. W. S. Righter, president; Herbert W. Knight, vice-president; Benj. J. Coe, secretary-treasurer.

George B. Murdoch and Herbert D. F. Knight were advanced from junior to full membership, and Raymond D. Whitehead was elected to full membership. Junior members elected were Frederick, Alexander and Theodore Keer, and Martin, Paul and Eugene Mulvey.

George M. Hendee has resigned as president and director of the Hendee Manufacturing Co., and disposed of all his stock holdings in that company. He is succeeded by John F. Alford of New York, who as the head of various other enterprises has made a marked success as a manufacturer. Mr. Hendee has for a long while desired to retire from active business, and he was very glad to dispose of his interests and retire to his farm in Suffield, Conn.

W. Sheldon Bull of Buffalo, N. Y., at one time L. A. W. Chief Consul of New York State, has written a book called "Money in Goats." The New Orleans Picayune says of the book:

"At last a champion has been found, one who comes forth boldly, without fear of criticism, and tells of the unsuspected value of the goat and proclaims that the animal is more satisfactory and profitable as a milk producer than a cow. W. Sheldon Bull, roused by the base insinuations and injustice done the 'poor man's cow,' says that instead of having our cows tested for tuberculosis or worrying ourselves to death for fear our dairyman, despite his solemn oath, has not made the tests he should have made, why not obtain our milk from an animal that could not have tuberculosis if it tried.

"Anybody can keep a goat, he tells us, and everybody ought to. From a hygienic point of view it is argued that the owners of these hardy little creatures may enjoy greater advantages than does the possessor of a pampered, pedigreed cow of the most fashionable breed. It is well known that goat's milk is richer, more nutritious and more easily digested than cow's milk, and as a diet for children and invalids it is stated by the most eminent physicians to be unsurpassed.

"A good goat will yield from one to two quarts of milk daily and costs from \$2 to \$20, although fancy imported varieties go as high as \$50 or even \$100. More than this, in some localities, good milkers having fed on the family washing can be had for the mere asking." The book sells for 50 cents. Address W. Sheldon Bull, 204 Ashland Ave., Buffalo, N. Y.

The League of American Wheelmen had by this time become a mighty power in the cycling world. At the annual business meeting in 1895 the Cycle Board of Trade allied itself with the L. A. W. and a joint conference committee was formed. It was the purpose of this alliance to obtain jurisdiction over the racing men, the clubs, promoters and manufacturers. This alliance, by the way, proved a bad thing for the L. A. W., and it was really the beginning of its downfall.—Bicycle News.

It is news to us that the L. A. W. met with a "downfall." The dictionary gives the meaning of "downfall" as "ruin." The L. A. W. is a very lively ruin. It never had a debt that it did not honor. It has always maintained headquarters. True it has fallen off in membership with the decline of cycling, but every year sees more than ninety per cent. of its membership paying dues and standing loyally by the organization. There has been no single year that the L. A. W. has not shown a handsome balance in the treasury with all bills paid. Moreover it has always secured able men to hold the several offices. The alliance with the Cycle Board of Trade was engineered by the Trade. It never found favor with the membership of the L. A. W. and very soon fell by its own weight. It never amounted to enough to have an evil influence on the fortunes of organized wheelmen.

The National Assembly meets on the 14th at Boston, Dreyfus restaurant, 8 Beach Street, 8 P. M., Then will be elected the new officers and the machinery for 1917 will be tuned up.

It is said that brains will tell, but usually the more brains a man has the less he tells.

The combination of cycling papers that we offer in our advertising columns is one that should appeal to every League member. The attitude of the manufacturers who refuse to advertise in our paper makes it impossible to put forth such a paper as we should like to publish, but under the arrangement that we have made with the New York papers we are able to cover the whole field of cycling with text and illustrations at a very low price. There is no margin for us. We give full benefit to the membership.

"What are dreams?"

"The movies of slumberland."

The Los Angeles Herald, in telling of the proposed Bicycle Day in that city, makes this remarkable statement:—

"The Bicycle Day committee has collected five old-time bikes and after appearing in the parade, these machines are to be seen in action on the track at Exposition park. One of the contenders for applause and honors is H. A. Barber, former world's one mile bike champion. Mr. Barber is now a Los Angeles druggist and when he heard of the plans for Bicycle Day he dug out his old-time bike and entered the events.

Back in 1890 Mr. Barber rode the mile in 1 m. 39s. on his 54 inch Victor. This was the world's record at the time and Barber was considered the premier biker of the country in the one mile event."

And yet we never heard of Mr. Barber, nor can we believe that he was known across the water, in spite of the fact that he was a "world's champion." In 1891, one year later than Mr. Barber is said to have made his remarkable record, the best and fastest riders in the United States were Zimmerman, Windle, Hendee and

Rowe, and the best record that they could make did not go below 2.23. Isn't it strange that we never knew the world's champion Barber?

Do you remember the days of club runs and how these outdoor tours developed road-racing as annual features of every holiday? Do you recall the bicycle paths worn and leveled by innumerable riders along rough highways or the road maps which traced routes through city and country by asphalted avenues and macadamed roads—The bicycle of twenty-five years ago did more to bring young folks into exercising in the open air, wholesome communion with nature, development of lungs and eradication of invalidism than anything that had then been invented. It is indeed doubtful if the grown man derives as much pleasure from his 7-passenger auto today as he did astride his bicycle when a boy. Yet all his love for outdoor driving, rapid transit and good roads owes inspiration to the wheel.

And today it still remains the natural plaything of every boy and girl, as well as the sturdy steed of the workingman and the winged heels of every messenger Mercury— Los Angeles Herald.

Among the old-timers present on Bicycle Day at Los Angeles were Louis J. Berger, Charles Fuller Gates and Major Weed, all well known in the East. The two former rode ordinaries. There were five ordinaries and one Star in the parade.

And now we may attach a side-car to the safety pedal bicycle.

We have been asked many times who invented the automobile. It is impossible to say, as numerous inventors contributed toward it. In this country Selden was for years recognized as pioneer in field, but courts have decided that he was not the "inventor." Dunlop, of Ireland, first developed pneumatic tires, without which autos would have been of small practical value. Otto in Germany and Lenoir in France developed inter-

nal explosion engine which made auto possible. Daimler, de Dion and others built on their work. The auto is a composite product representing the work of hundreds of contributors, and it would be inaccurate to call any one person its inventor.

The Lockhart Suspender Company, whose advertisement has appeared in the O. B. for many months has been merged with the Chester Suspender Company, of Boston. W. L. Lockhart will hold an important position in the Boston company as reconstructed.

It has been wisely and wittily said that at two periods at least in the year everybody feels tired and craves rest—namely, just before a summer vacation and just after a summer vacation.

I. B. Potter, Esq., ex-President of the L. A. W., writes:—"I have the best automobile in the United States (also the next best); but when I want a real ride I take my old wheel and steal away for a few hours over the back country roads. One can do that without scaring all the birds off the face of the earth, and without being run down by the juice wagons. Will be very glad to ride with any and every League member that comes this way. We can ride in my country every day in the year." Mr. Potter lives at Riverside, Calif.

—Instead of complaining because you cannot get away for the summer, arrange to shorten your hours of work as much as possible. Nothing will rest you more than to loaf around home with very little on.

With the coming of September 15 will begin the jests about the man with the straw hat. There are men who live by the calendar. They change underclothing at certain dates, regardless of heat or cold. Petty tyrants at home they compel wife and children to shiver or sweat because a date is a fetish. We all know the man

of regular habits. There is one in Boston who prides himself on going to bed exactly at 11 P. M. If he is sleepy at 10 P. M. it matters not. If he happens to be in nightshirt or pyjamas at 10.50 P. M. he sits on the bed till the stroke of 11 and not till then turns in. He should have been one of the followers of the scholar Taurus, for they at the table of their master passed happy hours in discussing when a man can be said to die, whether in the last moment of life or in the first moment of death; or when he can be said to get up, whether when he is still on his bed or when he has just left it.

And why, pray, should a man doff a straw hat and don a derby, slouch or plug on a certain date? And why should he be the object of ridicule, the song of drunkards in the streets, if he persist in wearing a straw hat even in October, provided the weather be friendly?

A young bicycle rider of town, whose veracity has never been questioned, avers that during a recent trip to the country he punctured his tire and in despair started to walk home. While pushing his wheel he ran it squarely through a hornet's nest and the the angry insects retaliated by repeatedly stinging the tire, and much to his joy the aforesaid tire swelled to such an extent that he was enable to mount and ride home.—Franklin Repository, Chambersburg, Pa. Everybody loves a graceful liar if he makes an interesting story.

The United States Government has ordered three motorcycles equipped with a rear car of large capacity for bundle carrying. The machines are to be used in the distribution of parcel post matter, which for some time had been a problem to the local post-office people.

An English tourist traveling in Ireland reached a village at 4 o'clock in the afternoon, and asked if he was in time for the post. "Oh, yes" was the reply, "It goes

out at 3.30 tomorrow afternoon." There certainly was no question of his being in time. It reminds us of the story of the Irish porter. A traveller rushed into the station and asked when the next train would start for Blank. "It's just gone, sir," was the reply.—Irish Cyclist.

Almost any man may work himself up to a high degree of popularity with his neighbors by taking up his residence on an uninhabited island in midocean.

Be up and doing, but be careful what you are up to and who is being done.

Airships should increase the floating population.

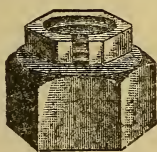
Cooking school girls don't always pan out well.

When the house gets cold the tenants are apt to get hot.

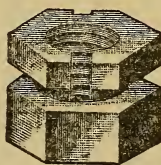
Most of the "good fellows" have a lot of bad habits.

"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

The Bicycling World

Bi-Weekly, \$1.00 a year

Our Offer: L. A. W. Membership, The Official Bulletin, and the Bicycling World, all for one year for

\$1.50

The Motor-Cycle Illustrated

Weekly, \$2.00 a year

Our Offer: L. A. W. Membership, The Official Bulletin and Motor Cycle Illustrated, all for one year

\$2.00

Combination

L. A. W. Membership, The Official Bulletin, Motor Cycle Illustrated and The Cycling World, all for one year

\$2.50

Members who have already paid League dues for 1916-17 can send prices quoted above less the \$1.00 they have already paid.

Make remittances to

**Abbot Bassett, Sec. and Treas.
Newtonville, Mass.**

The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1914-15

President, Wm. H. Hale, 456 Fourth Ave., New York City; 1st Vice President, George D. Gideon, Philadelphia, Pa.; 2d Vice President, Theodore F. Merseles, Jersey City, N. J.; Secretary-Treasurer and Editor, Abbot Bassett, 105 Central Ave., Newtonville, Mass.; Auditor, Augustus Nickerson, Boston, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name,

Street,

City and State,

References,

Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

105 Central Ave., Newtonville, Mass.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

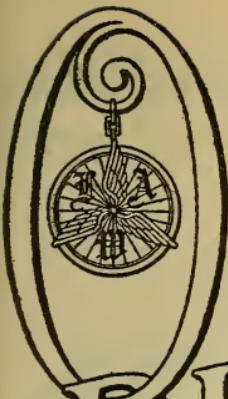
The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.



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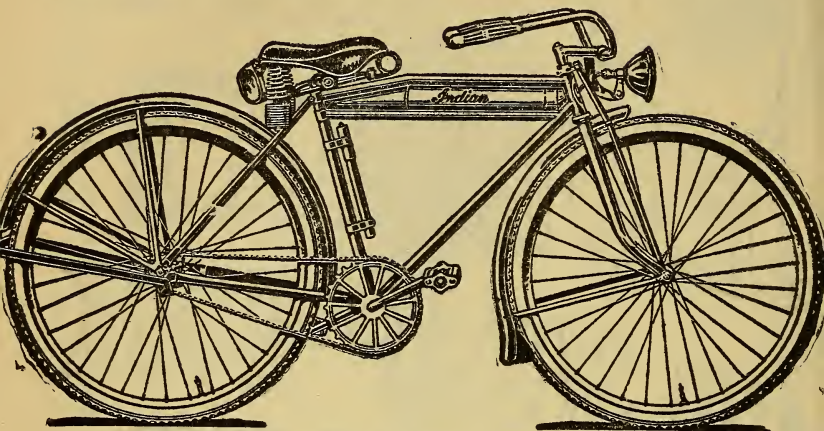
PUBLISHED MONTHLY

OCTOBER, 1916

50 Cents Per Year; 60 Cents in Boston Postal
District (for extra postage) 5 Cents Single Copy

L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

What Makes the Indian Bicycle Such Good Value?



1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splasher of same material.
3. Braced handlebars, motorcycle type.
4. Any kind of leading coaster brakes fitted according to rider's preference.
5. Electric headlight and tank suitable for carrying two No. 6 Batteries.
6. Motorcycle size pedal.

The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says:

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
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THE NATIONAL ASSEMBLY.

The meeting of the National Assembly for 1916 was held at the Dreyfus Restaurant on Thursday evening, September 4.

The following delegates were present: Ex-Presidents—Chas. J. Obermayer, of New York; Geo. L. Cooke, of Providence, R. I., and Quincy Kilby, of Brookline, Mass. Delegates—H. W. Bullard and W. M. Frisbie of New York; A. P. Benson, J. Rush Green, Chas. C. Ryder, Daniel A. Cook, Fred D. Irish and Thomas H. Hall, all of Massachusetts; Alvah G. Fisher, Conn.; Elmer G. Whitney, N. H. Ex-Officers—Abbot Bassett, Sec.-Treasurer; Aug. Nickerson, Auditor.

In the absence of President W. H. Hale, and both Vice-Presidents, Secretary Bassett, the next ranking officer, presided. The following letter from President Hale was read:—

To the Officers and Members of the National Assembly,
L. A. W.:

Gentlemen—It is with much pleasure and pride that I acknowledge the honor bestowed upon me in making me your president two years ago, and in continuing me in office during the past year. I thank you most heartily for this mark of your consideration and esteem, which seems to me very largely unmerited. I realize fully that my administration has been neither vigorous nor aggressive, but I trust you will agree with me that it has been innocent of harm. I think I have been a good president as presidents

go, negatively so perhaps, but at least I have made as little trouble as possible for our worthy Secretary-Treasurer, and that, I believe, is one of the main things your president is expected to do.

It was my fixed intention to be with you this year, and I had made my plans fully to do so, but circumstances arose during the first week in September that made this impossible, to my very great regret. I am, therefore, asking Mr. Bassett to present this as my report to your August—or I should say September—body; to thank you once more for your consideration in making me your president; and to say to you in all humility that I have always had a realizing sense that I could never fill the shoes of my predecessor.

In conclusion permit me to say that I feel I am leaving the reins of office in better—and larger—hands than my own.

William H. Hale,

President L. A. W.

Ex-Vice-President, Milo M. Belding, Jr., sent the following letter:—

To the Secretary-Treasurer, and the Members of the National Assembly:

Hard luck has overtaken me, and I am unable to leave New York, as business matters have arisen which will keep me on the job for the rest of the week. I am greatly disappointed, as I had anticipated going on the W. A. T. H. and being present at the L. A. W. meeting. However, it cannot be helped and I hope for better luck next year.

With kindest regards to yourself and all the boys, I am,
Very sincerely,

M. M. Belding, Jr.

The first in order of business came the

SECRETARY-TREASURER'S REPORT.

The close of our 37th year finds the members of the League still in the saddle, loyal to all that the League stands for and yet not pushing the pedals with the vim and constancy that was their wont.

The world has viewed our condition and thinks we are moribund. Our records and statistics show that we are very much alive.

The trade does not recognize us, nor does it give us their patronage. They refuse to acknowledge that the riders of the wheel are the buyers of wheels and they patronize liberally the trade papers that are read very largely by makers of wheels, who are not riders except for business purposes.

There are three organizations of wheelmen in the United States that are working to promote and foster touring, racing and social functions of many kinds, and not one of these has received financial encouragement from the trade.

It was not so in the days of Pope, Cunningham, Spalding, Coleman and the rest.

We present below a table of membership:—New York, 225; Mass., 177; Penn., 161; New Jersey, 74; Conn., 42; Ill., 38; R. I., 37; Ohio, 29; Calif., 22; Mo., 15; N. H., 15; Md., 12; Mich., 11; Wis., 10; Iowa, 8; Me., 8; Ky., 7; D. C., 6; Fla., 6; Ind., 6; Colo., 5; Kan., 3.

Two members in each of the States of Idaho, Minn., Oregon, Phil. Islands, Texas, Vt., W. Va.—Canada, England. One member in each of the States of Delaware, La., Mont., No. Caro., Utah, Va., Washn., Wyoming—Hawaii and France. Total, 944. This shows a loss from the total of last year of 58, and of these, we lost 18 by death, a net loss of 40. We hold 94 per cent. of the membership shown last year.

Three Life Members have passed away since my last report, Calvin Ackley, of Kinderhook, N. Y.; Theodore Coles, of Oneida, N. Y.; John C. Gulick of N. Y. City.

The Auditor's report will show that we are still solvent, with a balance of \$68.64. A loss of \$2.90 from our balance of one year ago. Receipts from the Guaranty fund are somewhat larger than last year. We have quite a sum still due this account, but it has been more than made good by the generosity of those who have sent in, "for the good of the cause," larger sums than they agreed to pay.

The National Assembly consists of 83 members. Elected, 47; Officers, 5; Past Officers—Presidents, 12; Vice-Presidents, 15; Secretaries, 2; Treasurers, 2.

TREASURER'S REPORT.

Receipts.

6 Applications	\$6.00	
608 Renewals	608.00	
Guarantee Fund	138.50	
So. Calif. Division	2.40	
	<hr/>	
	754.90	
Bal. from 1915	71.54	\$826.44
	<hr/>	

Payments.

Office Expenses	\$138.80	
Salary of Sec.-Treas.	153.50	
Paid Official Bulletin	307.00	
Life Member Subs.	158.50	
	<hr/>	
	757.80	
Cash on hand	68.64	\$826.44
	<hr/>	

Audited by Auditor Nickerson.

The Assembly then proceeded to the

ELECTION OF OFFICERS.

Possible number of ballots,	83
Whole number of ballots cast,	75
For President,	
Milo M. Belding, Jr., New York,	75
For First Vice-President,	
Theo. F. Merseles, Jersey City,	73
For Second Vice-President,	
Elmer G. Whitney, Dover, N. H.,	73
For Auditor,	
Augustus Nickerson, Boston,	72
Fred D. Irish,	3
No further business being presented,	
Adjourned, sine die.	

ANNUAL BANQUET OF THE L. A. W.

At 6 o'clock p. m. on Thursday, Sept. 14, the annual banquet of the L. A. W. was held at the Dreyfus Restau-

rant, Boston. The feast of fine eatables occurred previous to the National Assembly, reported above. There were present, in addition to the members of the National Assembly, whose names appear in the report, the following members of the League:—M. D. Currier, Lawrence; Chas. A. Collins, Milton; Joseph W. Swan, Roxbury; Morris Barker, Lawrence; Royal T. Lapham, Newton Highlands; Edward Wade, Boston. From other States came, Charles G. Copeland, Ottawa, Can.; D. M. Shepley, Sheldon Springs, Vt.; James M. McGinley, New York; Duane W. Moore, Bayonne, N. J.; James M. Mitchell, Greenwich, Conn.; Mr. Dennett ——— 27 out of our 900 and odd members. It may be the rest were not hungry.

Mr. Bassett presided at the feast. The first victim called to the floor was the recently elected Vice-President, Elmer G. Whitney of Dover, N. H. He gave expression to his thanks for the confidence shown in his ability as expressed by the very large vote cast for him. He spoke of the interest he had always felt in the League and its work, and promised to be faithful to the trust confided to him. He had never been afraid of hard work and was always willing to do his share. He gave his word that he would always be ready in response to the call to duty.

Thomas H. Hall expressed his delight that the spirit of fraternity and brotherly love was uppermost in the minds of League members and he hoped it would always prevail, for it is such a feeling that gives zest to good works in the direction we desire to advance them.

James M. McGinley, who rode over to Boston from New York, spoke of cycling, which, he contended, was nearly as popular now as ever, and he thought it was well on the way to coming entirely back if not already here. He told of many incidents on the road during his trip to Boston.

Mr. Duane W. Moore told of cycling in New Jersey and the results that had been accomplished.

Mr. J. M. Mitchell, Treasurer of the Century Road Club Association, told of the work that organization was doing.

Mr. H. W. Bullard, the "iron man of Poughkeepsie," now in his 72d year, and still actively riding, gave good advice to the younger members present.

The two husky riders who rode over from New York to the banquet of last year, sent the following telegram:

"Best wishes for a happy reunion. Deeply regret we cannot come. A toast of good cheer to the L. A. W.

"Sylvain Segal and George Steppelo."

The yearly banquet has been a great success except in the point of numbers. A very low charge and a very good dinner is the rule. Boston wheelmen are not doing what we have a right to expect. They should consider themselves the hosts on these occasions and should present themselves at the feast. It is the only occasion when they can meet the members from a distance and enjoy themselves in giving pleasure to others. We hope to see a hundred Boston wheelmen at the dinner of 1917.

FROM PRESIDENT BELDING.

To the Members of the National Assembly and to the Membership at Large:

I am exceedingly grateful to you all for the unanimous vote that was given me at the election for National Officers. I promise you that I shall use every effort to make my administration worthy of and valuable to our organization. The League, in the past, did splendid work and accomplished gratifying results in promoting the work for good roads in the U. S., in protecting the rights of wheelmen, in making cycle racing a clean sport and in cultivating that spirit of fraternity which is so dear to us all.

A very large proportion of our work has been completed, but that spirit of fraternity nourished by memories of the past still remains with us.

It is not impossible that the future will bring to us some important duty and it is well that we stand together and be prepared for any emergency that may arise. I promise you my most earnest efforts to give the L. A. W. a worthy presentment before the world, and to heartily support any good cause which shall in the future command our support.

I was exceedingly sorry and greatly disappointed that I was obliged to give up attending the annual meeting, but

I had made arrangements to attend on a date one week earlier, which I understood to be the regular date.

Command my service at any time when it can be of value to the cause which we stand for.

With kind regards,

I am Fraternally yours,

Milo M. Belding, Jr., President.

New York City, Sept. 18, 1916.

THE WHEEL ABOUT THE HUB.

The 27th Wheel About the Hub was given a send off from the usual starting point at the corner of Warren street and Walnut avenue, Roxbury, at eleven o'clock, a. m., on Friday, Sept. 15. The following wheelmen participated in the wheelabout:

From Boston and vicinity—Captain, W. G. Kendall; President, Edward F. Lowry; Secretary, Augustus Nickerson; Committeeman, Fred D. Irish.

Also, Abbot Bassett (71 years), E. C. Britton (bugler), J. Rush Green, Arthur A. Glines (photographer), Thomas H. Hall (chorister), Norman F. Hesseltine, C. N. Kendall, Quincy Kilby, Andrew O. McGarrett, R. D. Paris, C. W. Reed (75 years) (bugler), Chas. C. Ryder, Theo. Rothe, A. M. Skinner, Allen Swan, Joseph W. Swan, Frederick J. Stark. Herman L. Morse (85 years) and Fred Collamore, Jr., of East Bridgewater.

From other States, Elmer G. Whitney, Dover, N. H.; Geo. L. Cooke and Thomas P. Himes, Providence, R. I.; A. G. Fisher, New Haven; J. M. Mitchell, Greenwich, Conn.; D. M. Shepley, Sheldon Springs, Vt.; C. J. Obermayer, W. M. Frisbie and James M. McGinley, New York City; H. W. Bullard (72 years), Poughkeepsie, N. Y. Chauffeurs: W. H. Stafford, E. E. De Graff and J. J. Laffey.

Of the above, Kendall, Hesseltine, Ryder, Rothe, Swan (Joseph) Cooke, McGinley and Mitchell rode bicycles. Others presented very good reasons for not riding on the silent steed, although they very much wanted to do so.

As the column started down the hill a man with a moving picture machine ground the riders into fame, which shall never die until the film is worn out. And the pictures will circle about the hub of the picture wheel many more times than the wheelmen have circled around the Boston Hub. To be seen at the Strand Theatre, New York.

Jupiter Pluvius was neither kind nor considerate, for he started the tour under clear skies and very soon sent great buckets of water down upon the devoted heads of the wheelmen, and upon the leather tops of the autos. The riders took refuge upon the piazza of a friendly house and then the procession waited a long, long wait. Things looked desperate. There have been those who have laughed at those who rode in autos. Not so now. The wheelmen sought seclusion which the auto grants, to the much dragged rider with abbreviated pants.

The rain continued its activity for a time, which exhausted the patience of the riders, and it was decided to defy the elements and proceed. Machines were strapped on the autos and a few of the cyclers found seats on the floor of the autos, or on the laps of the more fortunate ones in the buzz wagons. A few hardy riders remained on the piazza determined to ride their wheels on the tour even at the expense of a drenching. Dame Fortune favored them, pushed smiles into the heavens and fair weather greeted them, but not until after a long wait.

Now came the order to make directly for Cobbs, leaving out Brook Farm, Dedham, Blue Hill, etc. The usual dinner under the trees in the orchard was transferred, by the kindly permission of Miss Gertrude Cobb, to the dining room and piazza of the Cobb homestead. Joe Hendrie, the old time caterer, has become useful in other kitchens and could not serve the lunch. The landlord at Mansfield supplied his place and tempted us to eat more than we should. We missed the deep-apple pie, but were given "pie all over ice cream," which gave good satisfaction.

We have had pictures taken from about every point of view at Cobb's, but now Artist Reed finds a new place and we pose in front of an artistic brick wall. Now the skies are clear, the sun is shining and the hardy piazza wheelmen come to us on their wheels. A halt for a smoke

talk and then on to Mansfield. No more rain. The Tavern at Mansfield has a new taverner and the wheelmen are well taken care of. The banquet came at seven o'clock. It was a symphony in edibles. It was another temptation to gormandize, and we "done it." The post cena exercises were up to the usual standards. The two poet laureates and the apprentice laureate made new records.

President Lowry made a brief speech and then turned over the whole talking match to toastmaster Bassett. The first toast was the usual one to those "who ride with us no more." The toastmaster presented it in verse and it was pledged with tenderness and deep feeling.

The toastmaster then read a very good bit of verse from W. H. Hale of New York.

One of the laureates, Quincy Kilby, now became the target for the toastmaster's jingle toast, and he read to us a very humorous verse celebratisg the 25th ride around the Hub by Capt. Kendall. It was a very worthy effort and was well received.

The toastmaster now suffered from severe embarrassment. He agreed to play toastmaster after he had prepared himself for another line of work. As a last resort he coaxed Esstee to do his first intended stunt. He could easily do this, for Esstee is an author whose identity is unknown and he can therefore do about as he pleases under his incognito. Esstee put into the toastmaster's hands a poem bearing Sesquipedalian characteristics dealing with the Carboniferous age, at which time Cephalopods large as man, and the Marsupialia went sprawling about, while angry Scelidotheriuns and Asterolepsis used to make themselves objectionable. The wheelmen used good judgment in using the cerebrum rather than the cerebellum in the effort to comprehend the meaning of very much that Esstee said and they one and all declared that they understood and could spell every word in the poem.

The next man to be called upon was a lawyer, Norman F. Hesseltine, who told of his many and varied tours awheel in Europe, many of which were described and illustrated in the L. A. W. Bulletin several years ago.

Another lawyer, Geo. L. Cooke, who rides a wheel from Providence every year, rides it around the Hub and then back again to Providence. Last year he was the only rider who wheeled the entire trip around the Hub. He told many of his experiences on the wheel.

Then the artist, Chas. W. Reed, told of his experiences abroad, and of the many courtesies shown him by wheelmen across the water, notably by members of the Pickwick Club of London.

C. J. Obermayer gave personal testimony to the value of cycling as a health promoter. He claimed that the wheel had found him much out of health and made him a well man. He also claimed to have broken a record. It was a 12-inch Victrola record.

After that, oblivion under the bed clothes.

The next morning (Saturday) was all that could be desired.

Another call at Cobb's and then on to the Tom Jones Lawn at Randolph. Lunch on the lawn. Menu—Crackers, Cheese and Beer. Here we had the toast by Tom Hall, to all the good fellows who were with us but now passed on. "Taps" on the cornet with the echoing cornet far away in the woods. Always impressive and soul stirring.

Now came a new number, a call at Frank P. Sibley's home. Frank, one of us, is now representing a Boston paper and writing the goings on at El Paso on the border. It was Frank's birthday and Mrs. Sibley had prepared a birthday cake which she invited us to come and devour. It was devoured and washed down. A telegram of congratulations was sent to Frank.

The next lap found us at Smith's Tavern at Nantasket. "Smith" is a lady, pleasant to behold and very hospitable. The dinner was a howling success from beginning to end. The clams were wide open and ready to be taken in at the mouth and the lobster was a dream. There was a great deal of music. Piano, snare drum and lady violinist. The prima donna, Miss Cabaret, was all that could be desired. She was not only a good vocalist, but she felt and beautifully expressed a kind and motherly affection for the boys

that they appreciated and returned. Our Tom Hall joined her in singing several of the songs and this was a combination of talent that gave excellent results. Tom Hall sang "I'm Off to Philadelphia in the Morning." Charley Reed sang the "Cocktail Song," and after that everybody sang. It was the liveliest and jolliest time that we have participated in during our many trips around the Hub, and there wasn't a suggestion of rowdyism.

At Nantasket Mr. H. L. Morse of East Bridgewater joined the party. He is 85 years old and still rides the wheel. He brought with him some shattered parts of a bicycle that was struck by lightning while standing in the shed. Another record. First time on a strike.

At the Mansfield Tavern three new members were added to the Boston Club—D. M. Shepley of Sheldon Springs, Vt.; James M. McGinley of New York and Arthur A. Glines of Boston.

At Mansfield a short discussion was held regarding the 40th dinner of the Boston Club which will be held in February and which, it is hoped, will be made a grand affair. Make a note of it.

The Wheelabouts have heretofore been eating at hotels, houses and club houses. Now it is all Taverns. Mansfield, Smith's and Cobb's, which used to be and is often now called Cobb's Tavern.

It was Captain Kendall's 25th wheelabout. A silver anniversary. We expected to see him on a silver wheel, but he was content to point to the silver grey hairs upon his head.

There were several riders present who were scoring their seventeenth ride and beyond this score there is no record until the Captain's number is reached.

We have now come to the last chapter. Dame Nature tried to discourage us and turn us back by a curtain of water, but we kept on, stormed the "trenchers," put a lot of shot in the locker and felt as happy as a cabaret.

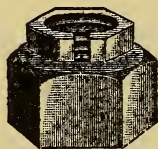
Several interesting communications crowded out to make room for gatherings of wheelmen.

Lucius Tower, formerly the village blacksmith of Canton, Mass., died September 7 at Attleboro, Mass., aged 90 years. He was always a man of remarkable vigor and even as late as last spring rode his bicycle on a short trip to demonstrate his ability to do at 90 years what he had done for many years before. He sustained a shock July 3d from the effects of which he died.

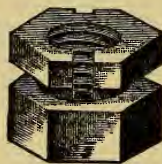
Sydney Dean, a son of Judge Josiah S. Dean, of Boston, won the 10 mile F. A. M. Championship at Columbus, Ohio, Sept. 2, in 8 min., 35 4-5 sec. He also won the 25 mile F. A. M. Championship in 21 min., 28 4-5 sec. The young man added a degree of thrill to the contest when his machine caught fire on the backstretch and he rolled around past the grandstand to the pits enveloped in flame. The fire was quickly extinguished by the pitmen with the aid of a bit of bagging and a lot of sand and neither rider nor machine was appreciably the worse for the accident.

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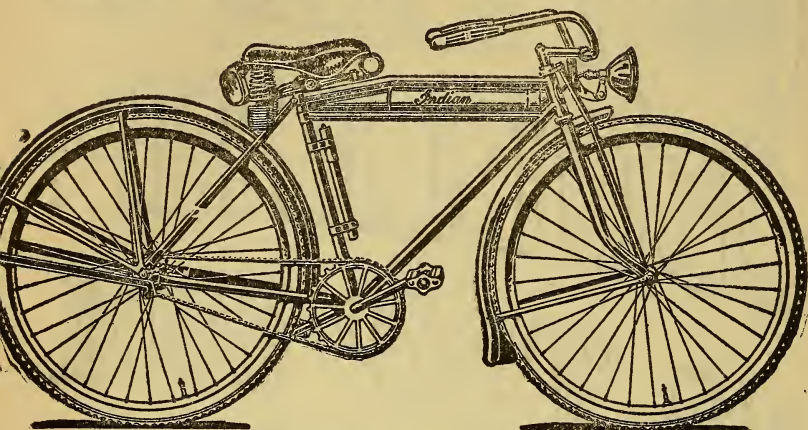
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L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

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Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
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OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat insertions \$1.00 an inch

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5 Cents

NOVEMBER SPELLS THANKSGIVING.

Well! Let's make it a delightful holiday and be thankful that it can't be much worse.

Turkey is the inspiration of Thanksgiving. Mince pie is the root of regret.

The Boston Bi Club will eat its 40th annual dinner on Feb. 10, 1917. It is proposed to make it a grand affair, with all the trimmings. A committee is at work on the plans and it will be something more than an eat. Those who were riders in the eighties are especially invited.

The Newton Bi Club (Mass.) sat down to its 225th regular dinner at the Bova restaurant on Oct. 26. The club is not a large one, but it will continue to exist till the last man gets tired of eating alone. The members are trying to guess who will be the last man. Organized 1882.

There are portions of the U. S. where wheelmen may ride every day in the year, but a large majority of our members ride very little after November comes to us. Better anoint it with vaseline and put it in a dry place.

Ex-President Obermayer has given up life in a crowded metropolis, and has established his home on an estate on the Shore Road of Brooklyn. From his front windows he can look across the bay to Staten Island, to

Fort Hamilton and down the harbor to the sea. The predatory submarine and the racing yachts will be among the sights that pass in review.

November 1 is New Year's Day in the Periodical World. Then the prices for a year are established and the yearly catalogues are issued. Our catalogue for 1916-17 has been issued and may be had for the asking. We have a goodly-sized patronage for magazines among wheelmen, but the wonder is why it is not larger. Surely we serve a reading constituency and we claim a good many professional men. We supply technical, trade, industrial mechanical, story and picture magazines at the lowest possible prices. We are sitting at our desk awaiting a shower of orders.

Mr. R. J. Caughey, of Pittsburgh, Pa., is on a wheeling trip through the Shenandoah Valley. In 1896 he was President of the McKeesport Cyclers and he has been riding ever since.

Big Cycle Show at the Chicago Coliseum Nov. 13-18.

Vito Cestone, of New Rochelle, N. Y., a member of the Century Road Club Association, on Sept. 29, succeeded in shaving the New York to Boston record by 36 minutes. The old mark was that of Alvin Loftes', which was 18 hours and 36 minutes, and was made in 1909, Cestone making the 247 miles in 18 hours.

Cestone left the City Hall in New York at 12.01 a. m. and reached Stamford at 2.20. He passed through New Haven at 5.05; North Wilbraham, Mass., at 10.34; Worcester at 1.46 p. m. and arrived here at 6.01. The record of Loftes was established in 1909 and it has withstood the various attacks of riders until Cestone's attempt.

Died in Malden, Mass., Oct. 5, 1916, Carle Purdy Cumberly, aged 55 years. He had been ill for about five weeks with typhoid fever. In times gone by he was a prominent figure in wheeling circles and at every gathering of wheelmen he was sure to be present. Mr. Cub-

berly was born in Paterson, N. J., and received his early education in the schools of New York. For several years he was connected with the Horace Partridge Company, sporting goods dealers in Boston, and for the past fifteen years had conducted a confectionery business in Malden. He is survived by his wife, two sons and a daughter.

San Diego, Cal., Oct. 13.—That he had stolen 900 bicycles a year since 1912 was the confession made here by Claude L. Roberts, according to the police. Roberts was arrested recently in National City in the act of taking a wheel. According to the police Roberts has operated throughout the entire United States.

The veterans of the Hartford Wheel Club held an outing at Lake Compound on Saturday, Oct. 7. Among the well-known old-timers present were Col. George Pope, David J. Post, Geo. M. Hendee, Joseph Goodman and "Jonah" Wetmore. The outing took the form of a sheep bake. The distinguished guests had to talk and the drift of the speeches was towards reminiscences of the old times, its joys and pastimes. It was a very jolly occasion, ending with "Auld Lang Syne." Joseph Goodman was elected President.

"The Irish Cyclists' Old Timer's Fellowship" is the name given to a new organization of Old-Time Wheelmen in Dublin. The objects of the fellowship are mainly the drawing together in friendly intercourse of the older cyclists of Ireland. Regular monthly runs will figure on the programme, which will include as a special feature a big annual meet and one or two social gatherings during the year. Qualification for membership is the following of the pastime for at least twenty-five years, as it is thought that this definition is more suitable than the setting down of a certain date or epoch in the pastime, as it enables the membership to be added to year by year. There were forty wheelmen at the meeting. As it is here so is it there. The old fellows are the enthusiasts and the kids are indifferent. We wish the big pond was not so wide. Just wide enough for a bridge across so that

some of us old fellows could ride across and shake hands with those on the other side.

The American Roadbook Company of Philadelphia, working in conjunction with the L. A. W., has issued the first of a series of roadbooks covering Eastern Pennsylvania, Delaware, New Jersey and New York City. The book is bound in leather and contains very many maps, plans, etc. of roads in the localities mentioned. The price is \$2.50 to the general public and \$1.25 to L. A. W. members. The book is up to date in every way. See advt.

Over in New York there is a movement on foot for an annual reunion of riders of the high wheel.

Is No. 13 an unlucky one? We think not. Here is an instance. When the automobile numbers were first given out in Mass. Sterling Elliott was an early applicant at the State House. He asked for No. 13 and requested that it be delivered on Friday. He got all that he asked for. That was quite a few years ago and although Mr. Elliott has ridden very many miles not only around Boston but across country to Detroit and to New York City he has never had an accident. The number has attracted very much attention, especially from passing auto riders. It has become a valuable asset. Under the rules of the Mass. Highway Commission the holders of numbers up to 5000 have the right to their original numbers upon renewal. A few years ago Mr. Elliott was offered \$500 for the number. He would not sell. When Tom Lawson published his story of "Friday the Thirteenth" he offered \$1000 for the number. No sale. Mr. Elliott's price is \$2000 and he feels sure of getting it. And yet we can well believe that a majority of applicants for numbers would have refused to receive number thirteen. Wonder who holds 131313?

After an existence of more than 27 years as one of the leading social organizations of the city, the Mercer County Wheelman of Trenton, N. J., has abandoned

headquarters in the Trent Theatre building and has disbanded. Upon vote of the membership, the organization of the club was dissolved. The membership of the club at the time of its disbanding was 50. During the 27 years of its history, many of the most prominent men in the city have been actively associated with it.

Died Sept. 21, 1916, Eckley B. Coxe, Jr., of Drifton, Pa. He joined the L. A. W. July 31, 1896 and took out a Life membership in 1901. He left public bequests amounting to \$880,000. The income of \$500,000 will be applied to the use of the museum of the University of Pennsylvania. The income of \$100,000 is left to the university to be applied to increasing the salaries of professors. The remainder of the bequests go to charitable institutions in Philadelphia and the hard coal regions.

An English daily, in an article on "Cycles in Warfare", points out that one of the advantages a company of cyclists possesses is that its members, when hard pressed by pursuing horsemen, can dismount and strew the bicycles on the road, bringing the enemy to earth.

Edgar M. Ross, a University of Chicago student, finished Sept. 4th a bicycle tour from Marshall, Mich., to New York City, covering approximately 1,400 miles. Ross had his bicycle well burdened with a suit case, blankets and other necessities to live the close to nature life en route. The young cyclist, who is 20 years of age, left Michigan on August 7th.

The roads at this season of the year should be at their best, and the landscape is interesting as at every season of the year. Ripened fruit is now in evidence everywhere, and the riches of the maturing year are happily apparent.

Burnish up your wheel, now dusty with the mid-summer service, and prepare to ride a little faster and a little further than you have before.

For the man who won't take a brisk spin on a cool day is as much an object of pity as the one who insists on scorching when the thermometer is away up in the nineties.

T. A. Zimmerman, father of the great world champion cyclist of 25 years ago, Arthur A. Zimmerman, died at his home on August 28th, at Manasquan, N. J., at the ripe age of 86. The elder Zimmerman was a prominent figure at race meets during the racing career of his famous son, and being possessed of an exceedingly amiable nature was very popular with the patrons of the sport. For some years Mr. Zimmerman has not been actively engaged in business, Arthur having taken charge and conducted the hotel business established by his father.

The Century Road Club held three races over the Hudson County (N. J.) Boulevard on Aug. 27. The one-mile scratch race went to the New Jersey Division's champion, A. L. Everard, who defeated H. Bell, Emil E. Fraysee and E. H. Gerard in the order named in 2.35. Everard also accounted for the three-mile race, the others finishing the same as in the one-mile. In the Brassard, Fraysee defeated Gerard in a mile match.

"Our greatest glory," says Confucius, "is not in never failing, but in rising every time we fall." Some consider it their greatest glory tripping other people up.

Sept. 3 was started the Annual Labor Day Three-Day Tour of the Century Road Club Association. Sixteen members started at three o'clock in the afternoon and proceeded on an easy side to Fishkill Landing and Newburgh and return.

The riders included Lieutenant George Steppello, "Bob" Lawson, Sylvain Segal, William Winkvist, John Marquart, Harry Aron, Peter Brock, Gustave Hurray, Joseph Caldwell, Raymond Caldwell, Alexander Whytock, Charles Hyland, Vito Cestone, Color-bearer Louis Sattler, Willard Knecht and James Paul.

The trip to Newburgh, where the night's stop was made, was full of incidents, including walking up and down hills, evading onrushing automobiles with bright headlights, and forever looking for the town of Beacon and the Ferry to the destination.

Peekskill was reached at seven o'clock and sodas and ice-cream were indulged in, and the lamps were lighted for the remaining eighteen miles of riding. A perilous trip through the hills and the close calls with the automobiles with large headlights soon found the riders asking how far Newburgh was, or how many more hills there were to climb, and the leaders were continuously looking for the lights of Mt. Beacon. Mileage first day was 62 miles.

The first stop of the second day was Highland Mills, and ice-cream and post cards were had and then over the hills to Central Valley and Arden into Suffern, where a stop was made for dinner. Here it was decided to rest an hour under the shade of some apple trees, but no ideal place was met until "Ho-Ho-Kus" was passed and after a further two-mile ride a creek was found and everyone but the "doctor" doffed his shoes and stockings and cooled off the lower extremities. Several snapshots were taken and then the boy who owned the old ordinary was seen and Segal and Sattler rode for a short distance with bare feet.

A fresh start was made and the excellent road into Arcola and Hackensack was used, and another stop for "French frappe" and then over very poor and stony Hackensack Pike to Little Ferry and the foot of Dan Kelly Hill, where only a few rode to the top and Hurray scored a puncture. At the top the crowd separated, one bunch going to the Fort Lee Ferry for Upper Manhattan, and the others to the West Shore Ferry at 42nd Street, and thusly ended a wonderful two-day Tour that was to be a Three-Day Tour as always.—Sylvain Segal.

William Winqvist of the Century Road Club Association has reported having arrived in Chicago, Illinois, after riding from New York, N. Y., in a total elapsed time of 7 days, 9 hours, 59 minutes. The former record of 7 days, 17 hours, 54 minutes having been established only two weeks previously by F. M. Sanborn of Baltimore and also a member of the C. R. C. A. Winqvist arrived at the Chicago City Hall and was signed up at 4 P. M. on Sunday, September 17th, having left New York at 5.15

A. M. September 10th. Total mileage covered 1091 miles. Winquist continues on to St. Louis for the record between New York and St. Louis.

It often is said that the use of State money for the construction of roads is of recent origin. The New Jersey State aid law of 1891, is sometimes referred to as the first instance of such use of State funds in this country. As a matter of fact, State money was spent for such purposes more than seventy-five years ago. Kentucky paid more than \$2,000,000 for road improvements between 1820 and 1840, under the direction of a State highway engineer who drew a salary of \$5,000 a year, a very large sum for those days. The roads built then were twenty-four to thirty feet wide between the ditches. The surfaces were constructed of broken stone and the bottoms were of large stones wedged together to make what road-builders call a "telford foundation." About 1850 business conditions in the country became bad and this work stopped. When it was resumed in 1908 such a long period had elapsed since the earlier State-aid work that 1908 usually is fixed as the beginning of State road-work in Kentucky.

That the automobile people, even at this late date, have to turn to the bicycle to get the correct theory and practice in steering, is evidenced by an interesting controversy now going on in one of the automobile journals. One of the recognized authorities, Charles E. Duryea—also an old bike rider—points out that in the majority of cases, automobile steering arrangements have been badly neglected, and cites the castor effect as the proper one.

In this arrangement, a line through the center of the pivot should intersect a vertical line at the wheel's point of contact with the road, or the pivot line should strike the road ahead of that of the wheel's point of contact. The action of the wheel in either case would be like that of a castor on a piece of furniture: a push in any direction sets the castor wheel in the proper direction

automatically. Mr. Duryea refers to the Star high-wheeler as an excellent example of this action, and states that these bicycles, made between 1878 to 1883, were the best steerers ever made.

In the Star and other machines with small wheel at the front, the line through the center of the pivot touched the ground well ahead of the vertical line of wheel contact. The principle developed by the designers of the Star and similar high-wheelers was incorporated in the old Duryea automobiles, in the Panhard-Levassor and other widely-known makes. The principle has apparently been forgotten in the American automobile industry, but the attention attracted to it by the controversy has done much to revive it. This is but one of many principles developed by the bicycle designers which the industry has contributed to motor vehicle engineering.—Motor Cycle Illustrated.

Smith stopped his automobile in front of a Washington, D. C., department store and went inside to do a bit of shopping. Coming out a short time later he saw a husky, determined-looking policeman standing guard over the machine, evidently bent on placing its owner under arrest for something he had done or not done. Instantly it flashed over Smith what the trouble was; he had stopped the auto in front of a fire-plug, an offense in the eyes of the law because in case of fire it would hamper the work of the fire department.

Being rather a crafty fellow and a firm believer in the "safety-first" policy, Smith immediately resolved on what course he would pursue. Instead of walking up to his machine and allowing himself to be made a prisoner he calmly made his way up the street to his office, just as if he had no connection whatever with the auto beside which the cop had camped. Arriving at the office, he promptly telephoned the police department, asking that an effort be made to locate his missing six-cylinder Jolter which he described in detail.

The police department unlimbered and hustled to find the "stolen" car. An hour or two later, a cop with a

smiling, triumphant countenance called at the office and informed him that the car had been found, the thief of thieves having abandoned it right in front of a big department store. The watchful policeman who had taken charge of the machine and waited long and patiently to arrest its law-breaking owner was somewhat disappointed to find that his vigil had been for naught and when he learns how the wily Smith escaped, the chances are that he will be a little "sore."

Of course it is less trouble to make enemies than friends—but friends are worth the trouble.

Statement of the ownership, management, circulation, etc., required by the Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for Oct. 1, 1916. State of Mass., County of Middlesex.

Before me a Notary Public in and for the State and County aforesaid, personally appeared, Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, Newtonville.

Sworn to and subscribed before me this 30th day of September, 1916. Wm. T. Halliday, Notary Public. My commission expires April 13, 1917.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

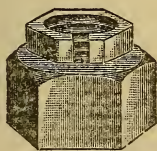
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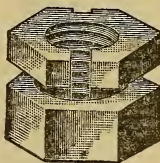
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ABBOT BASSETT, Manager
105 Central Avenue, Newtonville, Mass.

The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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Veeder Cyclometer for Bicycles



Simplicity

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Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

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With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

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Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

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To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

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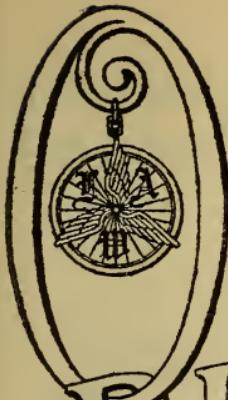
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OFFICIAL
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OF THE
LEAGUE OF AMERICAN WHEELMEN

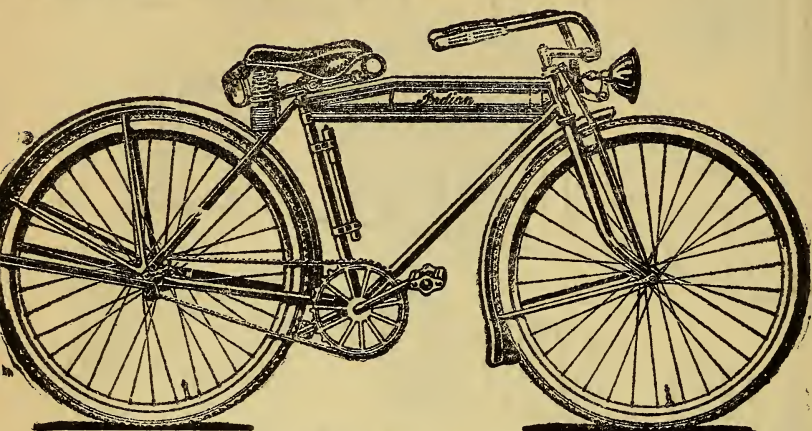
PUBLISHED MONTHLY

DECEMBER, 1916

50 Cents Per Year ; 60 Cents in Boston Postal
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L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

What Makes the Indian Bicycle Such Good Value?



1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splashers of same material.
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The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 16, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
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Models for the whole family. Juveniles and grownups.

\$25 to \$40.

Hendee Manufacturing Company
Springfield, Mass.

OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat
insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston,
Mass., under the Act of Congress, March 3, 1879

Vol. 14, No. 12 DECEMBER, 1916

5 Cents

SANTA CLAUS DUE THIS MONTH.

Christmas wreaths proclaim the holly day.

A green Christmas makes a glad cyclist.

Don't walk on ice with slippers on.

It requires a good draft to run a furnace—a bank draft.

When Andrew Johnson was President he appointed Thanksgiving on Dec. 7. Two holidays and two turkeys in one month.

English law has required that a led bicycle should have front and rear lights at night. A persistent fight has been put up against the law by wheelmen and now it has been repealed so far as the provincial districts are concerned. London is not included in the exemption and the law is still in force in the great city.

D. H. Ross, Canadian trade commissioner, states that the Commonwealth of Australia will manufacture bicycles on its own account. The government officials in the Antipodes have completed arrangements for the establishment of the bicycle industry which will be government-owned in every respect.

It is planned, according to reports, to supply the post offices of Australia with government-built bicycles, each

letter carrier and telegraph messenger being supplied with a bicycle. A number will also be made for military purposes and other branches of the government. The Commonwealth will import some of the parts for the bicycles until the factory facilities are perfected.

The magazine year begins Nov. 1st. Our catalogue of magazines is ready for delivery and may be had for the asking. Our prices, always less than the regular list prices of the magazines, are the lowest that can be had.

Congressman Allen Treadway, of the First Massachusetts district, expresses himself highly impressed with the work of the motorcycle in army service. The congressman spent several days on the border this summer, inspecting the troops and their welfare. While there he was given the services of Sergeant Drake, of the Second Massachusetts Infantry, and an Indian sidecar outfit, to convey him from place to place.

"I watched the motorcycles and the machine gun cars at work," said Mr. Treadwell, "and was impressed with their serviceability in army work. They showed up wonderfully well in traveling over rough roads, thus proving their durability and strength."

Rubenstein—Vat you gif der baby dis year?

Feldkahn—Ach, ve vos shly like foxes. Ve wait till Grissmas unt gif him his name.

James M. Linscott of the Linscott Motor Co., of Boston, has been given No. 100,000 on the list of Mass. automobiles.

The granting of this number to Mr. Linscott is a fine tribute to a man who was a pioneer motor car dealer in this city. He began business in the old bicycle days, finally securing the distribution of Reo cars in New England and working up a volume of sales that has grown from year to year.

The number of Linscott Motor Company is 010, but the new registration granted Mr. Linscott is for his own home car. There is some difference between the 010

given the company in the early days of motoring and Mr. Linscott's 100,000 number plate now. It certainly shows the firm's stability and progress.

The automobile manufacturer wanted a picture symbolizing speed and his advertising manager suggested Mercury, sketching rapidly the figure of the messenger of Olympus.

"That's a good idea," commented the manufacturer. "But who was this Mercury, anyway?"

"Oh, Mercury was the god of speed, you know."

"A god! Then we can't use it," declared the auto man. "We can't get mixed up with anybody's religion; it wouldn't do."

Cards are out announcing the engagement of Miss Marion Hill-Smith to Mr. Kemerton Dean. Miss Hill-Smith's father, Mr. Frank Hill-Smith, is well remembered in the art circles of Boston. Mr. Dean is a graduate of Massachusetts Technology of class of '16, and a prominent club man. He is the son of Judge Josiah S. Dean, who has been an active worker in cycling affairs ever since the wheel came to us.

Though a man pays cash for his battery he always wants it charged.

Our Periodical Department is open for the season. Send for our catalogue.

Canada's tiny Province, Prince Edward Island, which could be almost tucked away in a corner of Rhode Island or Delaware, is still fighting the invasion of motor transportation media. Petition canvassers have again been seeking signatures to a protest against any amendment of the law which prohibits the use of either motorcycles or automobiles on any but two designated highways and only on three days each week. This antiquated statute is a pet to many natives of the Island. The population of the whole Province is only 103,000.

Died Nov. 16, Joel C. Bolan, a member of the Rover's Cycle Club, of Charlestown, Mass., and League member No. 325. He joined the L. A. W. Sept. 27, 1889. He had been for several years headmaster of the Adams, Samuel Adams and Commodore Barry schools in East Boston. He died suddenly of heart disease. He had attended his school sessions continuously up to the day of his death.

Mr. Bolan was born in Charlestown Jan. 5, 1854, and attended the lower schools of that city and Charlestown high school. He graduated from Harvard in 1876, and rowed on Bancroft's famous 'varsity crew. After graduation he entered the teaching profession, supplemented by his work as a musician. For 31 years he was organist in the First Parish Church in Charlestown.

He taught for some time in West Acton and was then appointed to the Elliot school in Boston. He then became sub-master at the Adams school and was appointed master in 1909. His district later was broadened to include the Samuel Adams and the Commodore Barry schools. He was a persistent rider of the wheel and rode it for many years after his associates had laid it aside.

He is survived by a widow and by one son, Dr. Harry R. Bolan of Charlestown.

We published a story last month about Sterling Elliott and his No. 13 automobile. We stated that in spite of the so-called unlucky number on his car he had never met with an accident. While the paper was on the press word came to us that Mr. Elliott had met with an accident. Another fellow had skidded into him and made kindling wood of his car. He escaped unhurt, but his wife was badly bruised. We were somewhat disturbed that our story should be spoiled, but it wasn't. The No. 13 car had been left at home in the garage. He has three cars, but he can get no more than one 13.

Died Oct. 16, 1916, Elliott W. Johnson, of South Orange, N. J. He was one of the most prominent wheelmen in New Jersey during the early days of cycling and was Chief Consul of the State in 1886. He served with the Union troops during the civil war, carrying messages,

as he was too young to enlist as a soldier. A daughter and a son survive him.

It is related of the late Marchioness of Queensbury that, on arriving late at a state dinner, she explained her tardiness by saying that it was due to the macadamnable state of the roads.

The big bicycle show at Chicago Nov. 13 to 18 will be removed to the Madison Square Garden for December 4-9.

While there is any amount of cycling amongst young people nowadays, we very much fear that the extent of their rides is somewhat limited, for it is quite an uncommon sight to meet any of them outside a radius of two or three miles from their home. This is not as it should be, and though one scarcely expects youngsters of 14 years of age to engineer a tour on their own account, there is no reason why parties of, say, six to ten should not be formed for a few days' tour, with some responsible person as leader. It has frequently been our privilege to form parties such as these, and the outing has invariably proved satisfactory to all concerned, and in every way delightful. The getting together of such a party is in itself a pleasure. What hours we used to spend in discussing localities and examining maps! and then after the anticipation came the reality, with its sense of freedom, its open-air life, its constant change of scene, and its numerous adventures, each forming a topic for much animated conversation. Pleasant, too, is the happy memory of days thus spent in roaming the country, in visiting fresh places, and in forming friendships which have lasted long after the tours themselves have become memories of the past.—C. T. C. Gazette.

THE EARLE MONUMENT.

Horatio Sawyer Earle, ex-President of the L. A. W., has been complimented by the erection of a monument at Mackinaw City. The Detroit Free Press publishes a dispatch from Mackinaw City, July 14th, which we present as follows:—

"Horatio S. Earle, of Detroit, the father of good roads in Michigan and a good roads worker for 30 years, the last 20 in Michigan, was the happiest man in Michigan and probably in the United States today when they unveiled a monument in his honor at the apex of the East Michigan pike and the West Michigan pike in Mackinaw City.

"Perhaps 10,000 persons in all, this being all of the inhabitants of Mackinaw City and a large number from the surrounding country, including the "pikers" who came up the West Michigan pike and those who came up the East Michigan pike, gathered around the speaker's stand.

"The people of Mackinaw City had an interest in this monument, for every man, woman and child here had found one rock to be incorporated in the monument, which is a shaft probably 30 feet in height, made of small boulders set in cement and topped by a sign stating that in one direction is the East Michigan pike, and above all a sign apex of the Dixie highway. Inscribed on the plaque on marble set into the stone base is the testimonial to the work of Mr. Earle, 'Horatio S. Earle, the father of good roads in Michigan, erected by the citizens of Mackinaw City, 1916.'

"Mr. Earle had made many speeches before, along the East Michigan pike tour, but he quite outdid his previous efforts today, for such a gathering as that of the citizens of Mackinaw City and the entertainment provided, made not only Mr. Earle but all of the other speakers of the afternoon extend themselves. Good roads interest was plainly shown by the enthusiasm displayed and by the interest taken at all times in the talks of the prominent men who have given so much of their time and money to the propagation of good roads work in Michigan.

"Mayor S. J. Smith made the address of welcome, introducing Philip T. Colgrove, who, in turn introduced the speakers and quite lost what voice he had left before the afternoon was over. Dr. Williams Dekleine, of Grand Haven; John I. Gibson, of Grand Rapids; Frank H. Rogers, state highway commissioner; Garrett Dickson, of

Holland; Paul King, of Detroit, receiver of the Pere Marquette railroad; W. S. Galbraith, field secretary of the Dixie Highway association, and several others, delivered talks in a happy vein. Miss Rayma Smith, daughter of the mayor, unveiled the manument.

"W. H. Loutit, president of the West Michigan pike association, and William E. Metzger of Detroit, whose successful engineering of the tour of the East Michigan pike made this event a great success, were to be found everywhere. The 24 cars which started the tour from Detroit all finished with the exception of one Ford car used for the Ford band, which struck a rock at the roadside in narrow going this morning when in sight of the city and broke a wheel, going into the ditch but without injury to the band men. One other car turned back at Cheboygan to drive home over the road.

"The women of Mackinaw did their part and arranged a fish barbecue at Old Fort Park, where great tables were spread under the trees on the water front in a pretty grove and all of the young women of the city acted as waitresses and were later taken for rides by the pikers, who were voted good fellows, especially those from the East Michigan pike which, of course, meant those from Detroit. At the barbecue the prominent men of the party, officers and speakers, occupied one table, the Ford band had a special stand at the center and the long tables surrounded the big center. There was speech making with W. H. Loutit as one and C. C. Starkweather, of Detroit, as another. The former president of the Detroit automobile dealers' association developed into a wonderfully entertaining and convincing good roads talker."

The people of Michigan have paid a well-deserved tribute to a hard worker for good roads. Mr. Earle has worked with his coat off for many years and he has secured lasting results that are very much to his credit. We offer him our cordial congratulations that his work has been appreciated on behalf of our entire membership who appreciate his services in his work for the cause for which the L. A. W. stands.

After registering four failures in the last four years in his attempt at record breaking between New York and Boston, Benjamin Boyes, member of the Century Road Club Association and the New England Wheelmen(has the distinction of having annexed this record, and it is not probable that any one will break it for some time to come. His remarkable ride was made in 17 hours, 40 minutes, for the 254 miles, breaking the previous record of 18 hours established by Vito Cestone, also a member of the Century Road Club Association, on September 29th.

Benjamin Boyes started on his long ride from the City Hall, New York City, on Tuesday morning, November 7th at 12.01 A. M. and was accompanied by seven fellow members as far as Portchester. From that place to the City Hall at Boston, Mass., he was all alone except for the assistance of automobiles which he rode behind in taking their pace. More than two miles were ridden in trying to evade the water flushed streets of New York and the consequence was that he was behind his schedule at Fordham Road, from which point the Boston Post Road was to be used. New Rochelle, N. Y., was reached in one hour and twenty-one minutes, or 15 minutes behind his set schedule. By the time he had reached Stamford, Conn., 10 minutes of the loss was made up and when he reached Springfield at 9.30 A. M. he was ahead of his schedule. From that point he continued to gain until reaching the outskirts of Boston, with about 30 minutes lee-way, but with the great election crowds surging around the City Hall and the great difficulty in handling his bicycle, and the continuous trouble with the "protecting policemen," Boyes had to resort to walking his bike, thence going around the block, and so forth, until by the time he reached the goal, and had the signature of a witness he had but 11 minutes over the last record.

All in all he figured that about 45 minutes was lost in making repairs. On the other hand, he obtained much assistance, in the form of pace from passing automobiles, upon whom he prevailed to slow up a bit of their speed, in order that he might "hang on", and did so for about

100 miles, thus greatly aiding in making the hard grind an easy one.

Boyce will be awarded for the new record, a Certificate of Merit from the Century Road Club Association, who have custody of Road Records and will be awarded the Mitchell trophy, if the record is still in his possession at the end of the year.

This year has seen the return of the bicycle to popular favor, and to satisfy the renewed demand the manufacturers this year put out 600,000 bicycles, compared with 300,000 in 1915. More "bikes" would have been made this year except for the shortage of tubing and of labor. The doubling of production compared with 1915 has not satisfied the demand, and the slogan among the manufacturers for 1917 is "1,000,000 bicycles."

This output will be within hailing distance of the record bicycle production reached in the years 1895-97, when bicycles were turned out at the rate of over 1,200,000 per annum.

The bicycle industry of this country, with an output of 1,000,000 would represent a gross business of about \$25,000,000 which with accessories would run above \$35,000,000. Since the late '90s the bicycle declined steadily in popular favor and production fell off from well over 1,000,000 to under 300,000 in 1914-15. Prices in this period were lowered substantially, but this year has seen a turn upward and even further advances may be made.

The rejuvenation of the industry is attributed to several causes. Pleasure and health resorts have their "bicycle liveries," where patrons can hire a bike for an hour's or afternoon's spin. Bicycle clubs are being started again, and the bicycle is again becoming a familiar sight on the campus of certain colleges, especially girls' colleges. The organizing of mounted Boy Scouts has had its effect in restoring the bike to the favor of the youngsters, and the use of the bicycle on and around the battlegrounds of Europe has been stimulating to this impressionable class of buyers. Prosperity among the laboring class, too, has resulted in use of the bike to and from the factory.

"Old Vet," in the St. Louis Cycling Club Bulletin, seems to disagree with us:—

"We rode into Boston a couple of weeks ago on a Sunday afternoon, on one of the main thoroughfares leading into the city, probably the principal one, as it is the cross-state highway to Albany. Brother Bassett, in a recent issue of his Scrap Book, stated that touring in Massachusetts was a thing of the past as the autos had gotten so numerous on the roads that it is dangerous to ride a bicycle. The Eastern rider must be a queer kind, as we failed to notice any overcrowding on the roads or any tendency on the part of the autoists to run us into the ditch. In fact, many who saw us coming down hill with our feet cocked up in the frame seemed so startled at the apparition that they almost ran themselves into the ditch on the opposite side of the road trying to get out of our way. Then they would turn around to see what it was that went by. It is evidently a novelty down that way to see bicycle riders using fixed gears and taking the hills wide open. Well, the roads are smooth as glass and about 35 feet wide, why shouldn't we? If Uncle Bassett will send some of those timid bicycle riders out here we will guarantee that if they train with the St. L. C. C. for six months they will take a different view of the man in the auto.

"On that Sunday afternoon there were just about half of the number of machines on that road as are to be seen any Saturday or Sunday on any St. Louis road, and at that about 30 per cent of the machines we saw were tourists from other states."

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

With the coming of December we greet the Christmas season, the time of peace and good will, and it may seem to be bitter irony to speak of "peace and good will" while one-half the world is at war. And yet I wish for every member of this grand organization a very Merry Christmas and a Happy New Year. Let us all for a while push aside the sad thoughts that come to us and give thanks

that we are far removed from the scenes of slaughter across the water. The one thing that impresses me very forcibly is the grand camaraderie that prevails in the L. A. W. It holds us together, it gives us a new inspiration and a new incentive for brotherly love. I greet you all with best wishes for a Merry Christmas and a year of happiness just ahead.

Fraternally,
Milo M. Belding, Jr., President.

NATIONAL ASSEMBLY DELEGATES.

Under the Constitution, L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1916, gives to the States the number of representatives as below set forth:

New York, 9; Mass., 7; Penn., 7; N. J., 3.

Two each from R. I., Ill., Conn.

One each from Calif., N. H., Mo., Md., Mich., D. C., Ky., Wis., Iowa, Me., Ind., Colo., Fla., Ohio. Total 46.

Article V of the Constitution provides for the nomination of candidates.

Sec. 2. Nominations for the office of representative may be made by not less than five members who shall file the same with the Secretary-Treasurer during the month of January.

The election takes place in March.

ABBOT BASSETT, Sec.-Treas.

Hub—I borrowed another \$100 from your father to-day.

Wife—What for?

Hub—I'm trying to get out of debt.

Speaking of work, that's as near as some men ever get to it.

When an irritable man is on a loaf, he is not so crusty.

It is easier to carry on a flirtation than it is to carry off an heiress.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

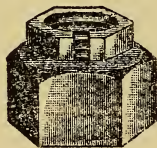
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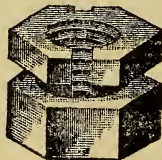
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The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1916-17

President. Milo M. Belding, Jr., N. Y. Athletic Club, New York City; 1st Vice President, Theodore F. Merseles, Jersey City, N. J.; 2nd Vice President, Elmore G. Whitney, Dover, N. H.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass., Auditor, Augustus Nickerson, Milton, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

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Veeder Cyclometer for Bicycles



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Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

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With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

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Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

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To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

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Hartford, Conn.

O. H. VEEDER, President

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X 193



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

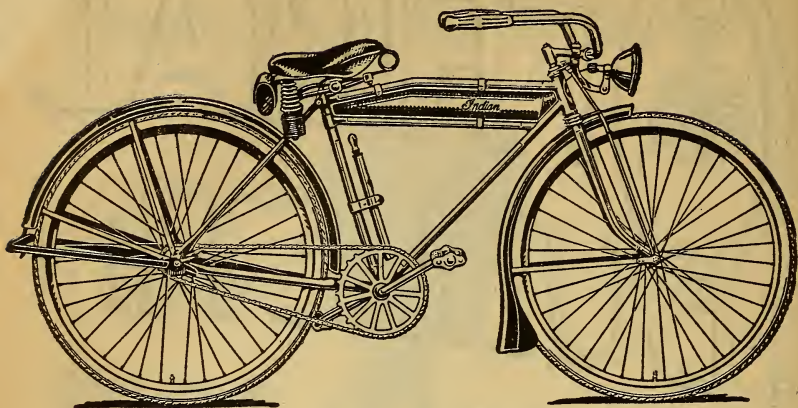
APRIL, 1917

1917

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L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

Indian Bicycle

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-doors sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—Ten other models ranging in price from \$26 to \$45.

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in the World**

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Springfield, Mass.

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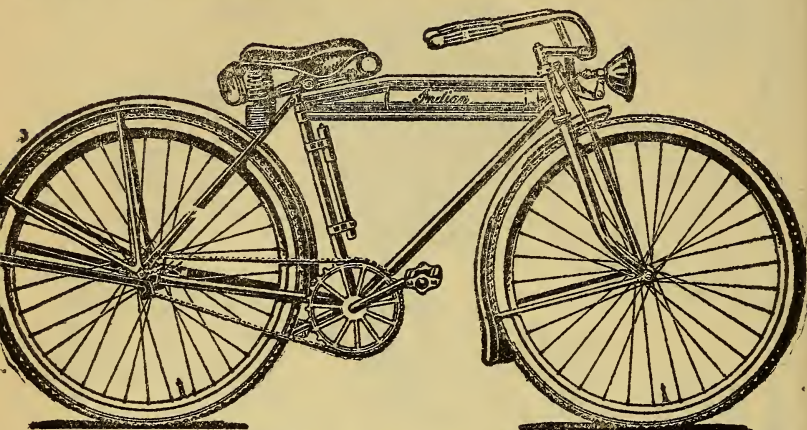
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L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

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1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splashers of same material.
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The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916
Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.
N. H. BODIE.

Models for the whole family. Juveniles and grownups.

\$25 to \$40.

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Springfield, Mass.

OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

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\$1.50 an inch for first insertion and each new setting. Repeat
insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston,
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Vol. 15, No. 1 JANUARY, 1917

5 Cents

NOW BEGINS VOLUME FIFTEEN.

Persons of sanguine temperament are always thinking that the coming year will "either make them or foredo them quite." More matter-of-fact people are sometimes wont to take the traditional view that whatever happens will not make the bread and meat dearer, that what has been will be. By all of us a new leaf is supposed to be turned; we are going to do some things that we have left undone, and undo, if possible, some things that we have done. We take a great deal of comfort in making new resolutions, and after they are made we dismiss them from our minds. That is about all that a New Year's Day means in New England, with its quiet manners and habit of taking things coolly. The old year is dead; God save the new, and send us prosperity. That is all.

January 17, 1887, thirty years ago, the Secretary of the L. A. W. was for the first time elected to that office. Many of our members were not born at that time, and many more were young in years. Thirty years is a long, long while and likely to be filled with important events. The Secretary has enjoyed the refreshing breezes of calm skies and safely weathered all the storms that have had a disturbing influence. He is very grateful for all the favors that have been showered upon him, and if there have been unpleasant experiences he has forgotten them. If the years to come shall be as gladsome as the years gone by, then he can well believe that he has not lived and served in vain.

DEATH OF "THE SCORCHER."

"The Scorcher" is dead! From time to time we have published extracts from his weekly articles contributed to the "Irish Cyclist" of Dublin, and our readers must have enjoyed the very bright emanations from his pen and learned to hold him in high esteem. He was with us on the Wheel About the Hub in 1912 and those of us who had the pleasure of meeting him found him to be a lovable person and a delightful companion. His death is a great loss to cycling across the water, and his influence has reached across the water such an extent that it will be severely felt in our country. Our personal relations with him have been very cordial, not only when he was among us on the W. A. T. H. tour, but by correspondence since that time.

The Irish Cyclist tells of his death by accident as follows:

"It was on the evening of Friday, the 10th inst. (Nov.), about 6 o'clock p. m., that O'Reilly was knocked down by a light three-wheeled motor delivery van while crossing the road within a stone's throw of his residence at Norbury. Whether it was due to the darkness of the street or to O'Reilly's physical inability to avoid the vehicle will never be known. Probably it was to a combination of both circumstances. A motor car was approaching. A man who was a yard behind him went on and crossed the road in safety. O'Reilly stepped back, and a tricar approaching him from the opposite direction knocked him down. A coroner's jury has exonerated the driver, and we do. It was one of those inevitable accidents that the darkness of the streets of London have brought about, contributed to in a degree by O'Reilly's physical infirmities. He was unconscious when he was picked up, and an ambulance conveyed him to his home. It was found that his right collar bone was broken and the left side of his face was much bruised, and in addition he was suffering from shock. All that medical skill could do was done for him, but the doctors were unable to relieve him from pain and he was not able to take sufficient nourishment to sustain his strength. Sleep's sweet solace came not to him, but with

truly Christian fortitude he bore his sufferings uncomplainingly. It was not until the following Monday week that it began to dawn on those who ministered to him that the shock would prove too much for a constitution—naturally strong though it was—that had more than once been strained almost to breaking point. Internal hemorrhage set in, and it was deemed advisable to call in a specialist; but before he arrived O'Reilly was at rest."

Edmund Joseph O'Reilly was born in Dublin in 1858. In his early years he was an accountant, but later entered journalism. He was a wheelman from boneshaker days to and through bicycle days. He was for many years a football player. He was in the editorial chair of many cycling papers in the way back, and for 25 years he has been a contributor to the Irish Cyclist. In 1897 a stroke of paralysis almost carried him off and ended his career as a rider, although he was still a wheelman at heart. He was at one time president of the Pickwick Club in London, the oldest cycling club in the world, and an honorary member of the Boston Bicycle Club, the second club in line so far as age is concerned. Our readers will miss the fruit of his facile pen, and the very charming style that characterized his writings. He leaves a widow to mourn his loss. The cause of cycling has lost one who could ill be spared to us, and his many friends and co-workers will sorely miss him when the roll of cycling enthusiasts shall be called.

Nylaw in New York—On Saturday, Dec. 9, occurred the December meeting of the Nylaw at the New York Athletic Club House in New York City. Thirteen were at table and this number included the two guests, Theodore F. Merseles, first vice-president of the L. A. W., and Abbot Bassett, secretary-treasurer of the L. A. W. There was a little in the way of business after the feast and the following officers were elected for the coming year: Chairman, John B. Kelley; vice-chairman, Prof. W. W. Share; secretary-treasurer, Wm. H. Hale. It was voted to hold a three days' auto tour in June which shall include the mid-summer meeting. Mr. H. W. Bullard of Poughkeepsie sent

regrets and stated that he remained at home to celebrate the 48th anniversary of his wedding. It was voted to send a telegram of congratulation. The treasurer reported the club solvent with a good balance in the treasury. Mr. Bassett took to New York the very fine League collection of lantern slides which were displayed on a screen. The collection includes a number of views illustrating cycle events in the early eighties, a number of portraits of old-timers and very many views were taken on the Wheel About the Hub. Mr. C. J. Obermayer furnished twenty-three views to supplement the collection, which he generously presented to the League. Mr. Bassett gave a talk explaining the pictures. Mr. W. H. Hale, who furnished and manipulated the lantern, contributed a goodly number of the Paget Color Plates. These embraced flowers in their natural colors and several landscapes. These pictures were exceedingly beautiful and were highly enjoyed.

Mr. Merseles made a brief speech and commended the Nylaw for its good work in keeping up the interest in cycling and sincerely wishing that there were many more organizations of its kind where the members were banded together to further the cause which we all hold so closely at heart. The meeting was altogether a success and joyful spirits ruled the assembly.

On the evening of Dec. 10, George T. Stebbins, of Brooklyn, N. Y., celebrated his 59th birthday at the Crescent Athletic Club, Brooklyn. George was always fond of the ladies and on this occasion they predominated in the gathering and took possession of the attendant ceremonies which were very largely of the gastronomic character. There were very many presents and everyone was a "scream." George has no hair on the top of his head and to make good this deficiency the ladies provided a hair switch which they made into a roll, after the manner known and practised by the female sex, and this they put upon the bald place in so satisfactory a manner that it remained there during the whole of the evening. There was very little, if any, speechmaking, but a great deal of

talk, the quantity and quality of which could not be measured. Our reporter left early when the merriment was at its height and what occurred later he has no knowledge of; but there is little doubt that the birthday was royally celebrated and that George was given a good sendoff towards his sixtieth. George is an earnest and loyal worker in the Nylaw and is one of those fellows whom everybody, and the ladies, warm to.

It has been decided to incorporate the F. A. M. The L. A. W. tried many times to incorporate, but the question was always voted down. Incorporation meant that the organization must have a parentage in one State, and League members held to the idea that it was a good thing to hold meets in several States and elect officers from and in States where they should from time to time meet. There was no way to get a National incorporation.

Vitto Cestone of New Rochelle, N. Y., a member of the Century Road Club Association, who in October of this year established a new record between New York and Boston, and who on Nov. 7 lost his title to this record by having Benjamin Boyes, a co-member, establish a new time of 17 hours and 49 minutes, again has the title of record-holder added to his name, for on Dec. 3 at 12.01 A. M. Cestone left City Hall, New York, accompanied by Howard V. Carroll, a co-member, and reached Boston that night at 5.37 P. M., or a total elapsed time of 17 hours 36 minutes. Cestone has had his mind on getting back his laurels and deservedly receives the title of "Record Breaker," having broken in the first instance a record made in 1911 by Alvin Loftus, and again for the second time in less than two months making better time for the long grind of 247 miles.

Editor Official Bulletin:—

I was very much interested in the article in your issue for December in which "Old Vet," of the St. Louis Cycling Club, spoke very disparagingly of Eastern wheelmen,

their rarity on the roads, their timidity regarding automobiles, etc. I have had my experiences in St. Louis. Last September I made a record ride from New York City to St. Louis. While I was in St. Louis I failed to notice many autos, and, in fact, very few passed me on the road from Chicago. I also failed to notice any riders of the St. Louis Cycling Club coming to escort me into the city. They were notified by mail and telegraph of the exact time at which I was due to arrive, but if I had not met a rider by the name of Louis Walker, who is a member of the Missouri Cycling Club, whom I met at Wood River Station, about 18 miles from St. Louis, I doubt if I should have arrived safely. I found out later, through different channels, that the main reason they didn't meet me was that the roads were in too poor condition for them to travel over. In respect to the timid bicycle riders of the East, I can guarantee that our road riders can ride rings around the riders of the West when it comes down to facts.

WM. M. WINQUIST,

Secretary of the New York Division, Century Road Club Association.

This is the season for colds. Do you want a remedy? If so, just follow the example of Mrs. Nickleby.

"I had a cold once," said Mrs. Nickleby; "I think it was in the year eighteen hundred and seventeen; let me see, four and five are nine, and—yes, eighteen hundred and seventeen, that I thought I never should get rid of; actually and seriously that I thought I never should get rid of. I was only cured at last by a remedy that I don't know whether you ever happened to hear of, Mr. Puck. You have a gallon of water as hot as you can possibly bear it, with a pound of salt and sixpen'orth of the finest bran, and sit with your head in it for twenty minutes every night just before going to bed; at least I don't mean your head—your feet. It's a most extraordinary cure—a most extraordinary cure. I used it for the first time, I recollect, the day after Christmas Day, and by the middle of April following the cold was gone. It seems quite a miracle when

you come to think of it, for I had it ever since the beginning of September."

Traveling 110,000 miles on a bicycle, a distance equivalent to four times around the world, is the record of John Wilder of Atlantic, Mass. For many years he has been an enthusiast of the wheel, and the boundless good health that is his he attributes to his out-of-door living.

During his years of bicycling Mr. Wilder has been in nearly every one of the northern states of the Union and through almost the whole of lower Canada. The greater part of his trips have been in New England, however, as he has a fondness for the part of the country that gave him birth, and believes there are as many beauties and as much grandeur of nature to be found in this section as in any part of the universe.

EARLY CHAMPIONSHIPS.

We have had many queries regarding the early championships of the L. A. W. which were contested on the ordinary bicycle, and we have had to dispute many claims that have been made regarding them. And now we have thought it best to print a complete record of those early contests on high wheels which were fully as interesting as those on the safety which followed.

Such good men as George D. Gideon, for many years later chairman of the Racing Board; Arthur A. Zimmerman, the greatest rider of his time and perhaps the greatest that the world ever has seen; George M. Hendee, whose performances in the early eighties were little short of marvelous; Willie Windle, who held the world's mile record several times, and N. H. Van Sicklen, now a famous figure in the cycle trade world, and many others were champions on the "good old ordinary," which still lives in fond recollections even though it has been abandoned to the junk heap. W. W. Stall was a bicycle champion in the old days, as was also A. B. Rich, who likewise won many honors on the high wheel.

The first championship was established in 1879 by the

N. A. A. A. A., before the organization of the L. A. W. The event was one of many in the annual championships of the N. A. A. A. A., was for two miles and was contested three years under the Association's auspices. 1879, L. H. Johnson, New York, 7:22; 1880, L. H. Johnson, New York, 6:56 4-5; 1881, C. A. Reed, New York, 7:06 1-4.

During the winter of 1881-82 the L. A. W. and N. A. A. A. A. came to an agreement that the two-mile championship should be contested at the games of the latter, and it was so run for three years.

1882, George D. Gideon, New York, 6:41 3-5; 1883, George M. Hendee, New York, 6:47 1-5; 1884, L. B. Hamilton, New York, 6:38.

As the N. A. A. A. A. refused to run this last race under L. A. W. rules, the L. A. W. never recognized Hamilton as champion.

The L. A. W. championships were won as per the following schedules:

Quarter-mile—Established in 1892 by the L. A. W. Racing Board and contested but once.

1892, W. S. Campbell, Washington, D. C., :37 2-5.

Half-mile—Established in 1884 by the L. A. W. Racing Board:

1884, Charles Frazier, Cleveland, O., 1:33 1-4; 1885, George E. Weber, Springfield, O., 1:33 1-2; 1886, C. E. Tichener, Rochester, N. Y., 1:20; 1887, W. E. Crist, Williamsport, Pa., 1:21 2-5; 1888, Will Windle, Newcastle, Pa., 1:19 1-5; 1889, Colie Bell, Ottawa, Kas., 1:20 1-2.

Not contested in 1890; 1891, A. A. Zimmerman, Detroit, Mich., 1:18 3-5; 1892, J. H. Draper, Washington, D. C., 1:18 2-5.

One mile—Established in 1881 by the L. A. W. Racing Board.

1881, Lewis T. Frye, New York, N. Y., 3:12 1-2; 1882, George M. Hendee, Boston, Mass., 2:57 1-2; 1883, George M. Hendee, Mott Haven, N. Y., 3:36 2-5; 1884, George

M. Hendee, Washington, D. C., 3:06 1-2; 1885, George M. Hendee, Buffalo, N. Y., 2:44; 1886, A. B. Rich, Boston, Mass., 3:26; 1887, A. B. Rich, Cleveland, O., 2:47 1-5; 1888, Will Windle, Baltimore, Md., 2:43; 1889, A. C. Banker, Hagerstown, Md., 3:08; 1890, W. F. Murphy, Niagara Falls, N. Y., 3:06; not contested in 1891; 1892, J. H. Draper, Washington, D. C., 3:14; 1893, A. A. Zimmerman, Chicago, Ill., 3:10.

In the fall of 1881 the L. A. W. established the two-mile championship of America, and it was contested Oct. 5, at New York.

1881, W. J. Smith, New York, 6:35 1-4.

In the fall of 1885 after the close of agreement with the N. A. A. A. A., the L. A. W. Racing Board established a two-mile championship and from that date it was run under L. A. W. auspices.

1885, W. F. Knapp, Cleveland, O., 7:10; 1886, V. C. Place, Cleveland, O., 6:15; 1887, W. E. Crist, Wilkesbarre, Pa., 6:52 2-5; 1888, C. E. Kluge, Brooklyn, N. Y., 6:51; 1889, J. S. Clark, Providence, R. I., 6:58 3-5.

Not contested later than 1889.

Three miles, established in 1883 by the L. A. W. Racing Board:

1883, George D. Gideon, Philadelphia, Pa., 9:58 3-4; 1884, B. W. Hanna, Washington, 10:25 1-2; 1885, A. B. Rich, Brooklyn, N. Y., 9:41; 1886, F. D. Elwell, San Francisco, Cal., 9:46 2-5; 1887, T. B. Nicholson, Detroit, Mich., 9:42; 1888, Will Windle, New Jersey division meet, 9:27; 1889, J. S. Percival, Los Angeles, Cal., 9:48 1-4.

Not contested later than 1889.

Five miles—Established in 1882 by the L. A. W. and N. A. A. A. A. and contested at games of the latter for three years:

1882, George D. Gideon, New York, 17:19 4-5; 1883, R. G. Rood, New York, 17:37 2-5; 1884, L. B. Hamilton, New York, 18:36.

As the N. A. A. A. A. refused to run this last race under L. A. W. rules, the L. A. W. never recognized Hamilton as champion.

In 1885 all arrangements with the N. A. A. A. were terminated and the L. A. W. established the five-mile L. A. W. championship.

1885, W. A. Rowe, Hartford, Conn., 15:58 3-5; 1886, S. L. Hollingsworth, Buffalo, N. Y., 15:23 3-4; 1887, J. W. Powers, Orange N. J., 16:25 4-5; 1888, F. D. Elwell, San Francisco, Cal., 16:56; 1889, F. Mehlig, New Orleans, 19:38; 1890, E. C. Anthony, Niagara Falls, N. Y., 23:19 4-5.

Not contested later than 1890.

Ten miles—Established in 1883 by the L. A. W. Racing Board:

1883, George M. Hendee, Springfield, Mass., 33:43 1-5; 1884, John Brooks, Washington, D. C., 36:03; 1885, E. P. Burnham, Springfield, Mass., 30:24 2-5; 1886, N. H. Van Sicklen, Detroit, Mich., 36:21 1-2; 1887, F. S. Ray, Junction City, Kas., 40:33 1-2; 1888, Will Windle, Buffalo, N. Y., 31:37; 1889, Colie Bell, Ottawa, Kas., 35:03.

Not contested later than 1889.

Fifteen miles—Established in 1885 by L. A. W. Racing Board:

1885, George E. Weber, Chicago, Ill., 51:13.

Run only one year and abolished by vote of Racing Board.

Twenty miles—Established in 1886 by L. A. W. Racing Board and contested but once:

1886, E. A. Savage, Winona, Minn., 1:10:49.

Twenty-five miles—Established in 1883 by L. A. W. Racing Board:

1883, C. F. Frazier, Springfield, Mass., 1:23:10.

Frazier was ruled out on a foul and medal taken by A. H. Robinson, 1:23:12.

1884, C. F. Frazier, Washington, D. C.

H. Hewitt Griffin, of England, would classify "Old Timers" as follows:—

"Pioneers.—Those who owned and rode a boneshaker or other wooden velocipede in the sixties or early seventies: limit 1874.

205
"High Wheelers or Ordinaryists.—Those who owned and rode a high-wheeled bicycle 1874 and onward; limit 1894.

"Safetyists.—Those who owned and rode a solid tyred safety. Period (rather difficult to fix), say, 1885-1890.

"Only those who owned and rode a cycle prior to the introduction of the pneumatic tyre (say, 1890) can be recognized as an Old Timer."

But why omit those who rode tricycles in the early days? Many wheelmen began riding in 1884 to 1889 and of these very few rode the ordinary. Dealers sold twenty tricycles to one bicycle. When the safety came in the tricycle went out. The tricycle served wheelmen well in the early days between the ordinary and the safety.

Most of us have to struggle along without the things we really want.

FROM PRESIDENT BELDING.

To the Members of the L. A. W.—

From the land of perpetual sun, I send the compliments of the season and wishes for a Happy New Year. In the frozen North you are not enjoying the pleasures of cycling, but down here I am riding my motorcycle every day and bathing in the ocean. There comes to my mind at this time the well-known saying of Alonso of Aragon, "Old wood to burn! Old wine to drink! Old friends to trust! Old authors to read!" And I might add a quotation from the King James version, "Old shoes to wear for they are easiest to the feet!" But the year is young and in youth we find our greatest joy. I offer my congratulations to the Secretary-Treasurer, who, in the present month rounds out his thirtieth year in the conduct of our affairs, and to one and all I send my earnest wish that the present year shall equal in happiness the happiest one that has gone before.

Fraternally,

MILO M. BELDING, JR.,
President.

Miami, Florida, Dec. 20, 1916.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

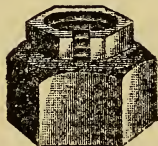
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“The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1916-17

President, Milo M. Belding, Jr., N. Y. Athletic Club, New York City; 1st Vice President, Theodore F. Merseles, Jersey City, N. J.; 2nd Vice President, Elmore G. Whitney, Dover, N. H.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass., Auditor, Augustus Nickerson, Milton, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

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City and State,

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Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

105 Central Ave., Newtonville, Mass.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

Veeder Motorcyle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.

209

OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

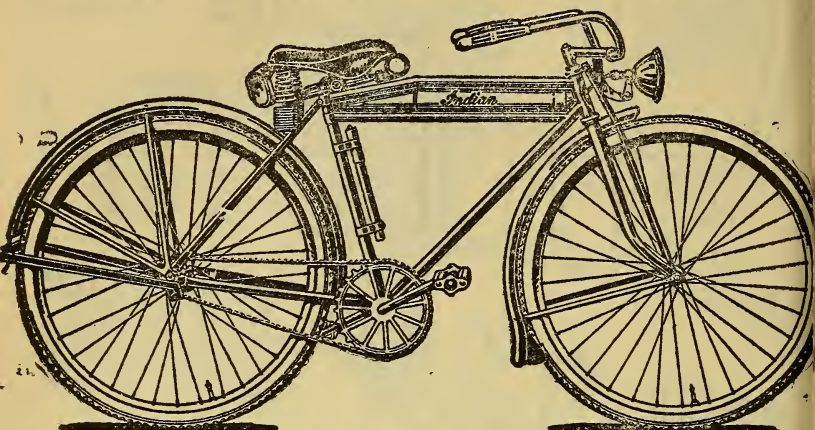
PUBLISHED MONTHLY

FEBRUARY, 1917

50 Cents Per Year; 60 Cents in Boston Postal
District (for extra postage) 5 Cents Single Copy

L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE, MASS.

What Makes the Indian Bicycle Such Good Value?



1. Eleven arm sprocket, exceptionally stout and serviceable.
2. Drop side metal mudguards cover the tire, with splasher of same material.
3. Braced handlebars, motorcycle type.
4. Any kind of leading coaster brakes fitted according to rider's preference.
5. Electric headlight and tank suitable for carrying two No. 6 Batteries.
6. Motorcycle size pedal.

The framework is seamless tubing, the saddle is supported on helical coil springs, the finish is lustrous Indian red enamel—the whole machine challenges comparison.

Read what an old time bicycle man says :

HONESDALE, PA., Feb. 18, 1916

Received the Indian Motobike (bicycle) today. I expected to see a classy looking and well put up bicycle, but this beats anything I've ever had in the 19 years I have been on two wheels.

N. H. BODIE.

Models for the whole family. Juveniles and grownups.

\$25 to \$40.

Hendee Manufacturing Company
Springfield, Mass.

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THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

ADVERTISING RATES

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Vol. 15. No. 2 FEBRUARY, 1917

5 Cents

MONTH NO. 2.

Too cold. Why not call it the tooth month since it is
so biting cold?

Day No. 2 is Candlemas Day. Look out for the
ground hog.

Old King Coal is a merry old soul; but why not call
the grate monarch His Royal Highness, since he de-
mands \$12 a ton?

The Buy-cycle season is not far away.

The highways will look better when the wheelmen be-
gin to scour them in the spring.

We have just passed a Centennial in cycling history
and it escaped notice. It was in 1816 that the Hobby
Horse, the first two-wheeler, was ridden in Paris. It
was a machine without cranks. These came later.

While ebullient youth has glittering hopes of seeing
his name on the roll of fame, sedate middle age is truly
glad to have it on the pay roll.

Even the trolley car gets its power from above.

The highway commission's announcement that 52,000

horses have disappeared from Massachusetts in the last eighteen years is all the more surprising when one thinks how slowly a horse grows old.

"Is this gunworking now?"

"No, sir. It's discharged."—Harvard Lampoon.

The Boston Bi Club will dine on February tenth.

The Newton Bi Club held a ladies' lunch at the Quincy House, Boston, on January 11. Nearly every he brought a she and merry was the time they had.

Redd—You say he ran into debt when he got his car?
Greene—Yes; that was the first thing he ran into.

A friend of ours once told a young lady that he had an abiding faith in all pretty girls. To which she replied: "Then, although you keep the same creed, I suppose you often change your place of worship."

We have had Billy Sunday in Boston and, although he has lashed about every form of wickedness, it would seem that he does not regard riding the bicycle on Sunday as a form of wickedness, since he has not mentioned it.

Fully \$6,000,000 were spent on improving the Lincoln Highway during the third year of its existence, according to the annual report of the Lincoln Highway Association, the promoting organization for the improvement of the transcontinental route. The net result of the expenditure is that the highway now presents an aspect of completeness greatly exceeding the most sanguine expectations of its founders three years ago. Today the route is easily traversed in all weathers, with the exception of a few short stretches in the West where the population is too sparse to be able to undertake road improvement.

The bicycle club run has not altogether gone out.

213

Note the record of the St. Louis Cycling Club for 1916 taken from the Club Bulletin:—"The total mileage for the past season was 41,808 miles, an average of 1,267 miles for each of the 33 official club runs. The Saturday attendance totaled 332, an average of 10 per run, and the Sunday attendance totaled 755, an average of 23 per run. The average mileage per person for the year was 55 miles. This is counting only legitimate club members. We had 86 visitors during the year (total attendance).

Following is the club mileage per month: March, 630; April, 5,737; May, 5,371; June, 7,673; July, 6,020; August, 1,916; September, 6,360; October, 5,611, and November, 2,490 miles."

The C. R. C. A. hits the trail and makes an impression—During the Cycle Show held at Madison Square Garden, New York City, Dec. 4-9, 1916, the Century Road Club Association made a visit to the Garden in a body. Wednesday, the 6th, was the date chosen. A special booth was assigned to the association by the management and there they met and received friends. Club flags and pennants decorated the rails surrounding the booth, and the rear showed pacemakers' sashes dating back to 1899, and there were many contestants' and officials' badges commemorating events held within ten years.

On a stand in the booth proper was placed seven silver cups won during the last few years by Sylvain Segal, national secretary, together with a set of medals won by him, and another set belonging to A. R. Jacobson, treasurer. Many photographs adorned a smaller table set apart for club literature and other printed matter showing the objects of the club, which were freely distributed.

The booth was in charge of William Winkvist, secretary of the New York State division, who was in constant attendance, assisted by Centurion Sylvain Segal and Treasurer Jacobson. Other members in attendance were Mayer Cigal, Louis Sattler and George Steppello. Many compliments were extended the organization by

the representatives of the manufacturers and other exhibitors at the Show, and the booth at all times attracted the fullest attention of the public.

The net result of the work accomplished during Show week was fifteen new members and promises of fifteen more, while a lasting impression was made with the trades people in attendance. A list of cyclists' names who visited the booth was secured in a book of registry. A glance at the book disclosed the names of a majority of the six-day race contestants, and many prominent cyclists from the metropolitan district and the country over.

A recently published photograph of a London "hospital" for cycles and motor cycles "wounded" in active service at the front, gives some idea of the ruinous treatment to which these machines have been subjected while in use; every possible type of disablement is illustrated in the hundreds of "invalids" awaiting the attention of "doctors" and "surgeons" skilled in the art of curing "crops." Shell fire has made its deadly impression on scores of machines, and for many of these the scrap-heap will be a merciful destiny. For the more hopeful cases the "doctor's" bill is certain to be a long one. It is interesting to learn that many refugee Belgian mechanics are being employed in carrying out repairs.—Irish Cyclist.

He—Do you attend church regularly?

She—Yes, every Easter.

Boston Bicycle Club Annual Meeting—The annual meeting of the Boston Bicycle Club was held at the Boston City Club on Wednesday evening, Jan. 10. Reports of the Secretary, the Captain and the Auditing Committee. It was voted to accept the report of the annual dinner as given in the Official Bulletin as the report of the Dinner Committee. The Treasurer reported a balance of \$258.85 on hand. Report of the membership showed 5 Honorary; 3 Life; 15 Veteran; 111 Current; Total 134. The following officers were elected:—Presi-

215
dent, Chas. W. Reed; Secretary and Treasurer, Augustus Nickerson; Capt., W. G. Kendall; Club Committee, W. H. Edmands, John J. Fecitt, Frank D. Wilde, Theodore Rothe, J. Rush Green. W. A. T. H. Committee, W. G. Kendall, Augustus Nickerson, F. D. Irish; Dinner Committee for 1917 dinner, Thomas H. Hall, Andrew O. McGarrett, A. M. Skinner. It was voted to fix the date for the W. A. T. H. of 1917 for Sept. 14.

It was voted to send a message of condolence to the widow of Edmund J. O'Reilly, whose death by accident lost to the club a valued member. Mr. Quincy Kilby was deputed to formulate and send the letter of condolence.

A vote of thanks was given to the retiring President, Mr. E. F. Lowry.

A good dinner was an important part of the evening exercises.

The following is a text of the letter sent to the widow of Mr. O'Reilly.

Boston, January, 1917.

Mrs. E. J. O'Reilly,

Dear Madam—At the annual meeting of the Boston Bicycle Club, held on January 10th, nineteen hundred and seventeen, it was voted to extend to you the sincere sympathy of the club in your loss, and to express to you the feelings which its members severally entertained toward your husband. Mr. O'Reilly was with us only three days at the most, but in that short time he had made a friend of every man with whom he came in contact. We were proud to receive him as a member, and it is with true sorrow that we realize that we cannot have him here with us again. He has left a vacancy which no one else can quite fill.

C. W. Reed, President.

Augustus Nickerson, Secretary.

Heroes of the Century Run—For the third consecutive time Fred M. Sanborn of Baltimore has won the National and New York Division Gold Medals for the Century and Mileage Competition of the Century Road

Club Association. In the competition just closed Sanborn scored a total of 12,959 points, but due to the lateness in reporting, one of the last half-months' mileage was penalized to the extent of 1,155 points, giving him a net total of 11,804. Included in this number of points are an actual riding of 8,529 miles, during which riding the winner reported riding 39 single, 1 double and 1 triple Centuries.

Second to Sanborn came William Winquist (L. A. W. 1024), the popular Secretary of the New York Division who hails from Brooklyn, N. Y., and who led the Mileage Competition for at least four months, and it was only after Sanborn had ridden to the extent of eight Centuries during the month of December that he was able to pass Winquist, the latter having 1,436 points less than Sanborn. Included in the long rides of Winquist were 38 single and 1 double Centuries, and also the credit of establishing new records from New York City to Utica and Buffalo, N. Y. and St. Louis, Mo.

The third on the list of prize winners in this particular competition was the National Secretary, Sylvain Segal (L. A. W. 953) who claims to have ridden most of his 3,620 miles on his bicycle during the eight weeks subsequent to the trolley and subway strike in New York, putting his bicycle to great use and proving that the enormous business traffic of the Greater City was not a factor to compel a cyclist to stop riding in these parts. Segal rode but four Centuries during the year which were the Official Centuries of the Road Clubs and a ride from Atlantic City, N. J. in an attempt on the record.

Into fourth place rode Willard Knecht of Stapleton Staten and with 2,895 miles and following him was Vito Cestone of New Rochelle, N. Y. with 1,687 miles, and George Steppello of Long Island City went into 6th place with 1,674 miles.

Sanborn the winner needs no introduction to the readers, as he has been able to keep his name rather prominently before the public in connection with his many long and famous rides and tours in and around Baltimore, while the New York cyclists are familiar with his face in view of his frequent trips to this city.

Winqvist, the second place winner, previous to his long rise to St. Louis, Mo., weighed but 105 lbs., and since his return claims that he has become addicted to the bad habit of eating six hearty meals during the day and has consequently increased in weight some 14 odd pounds, not to say anything of the fact that on the memorable long ride he increased his weight some 5 pounds. This is his first attempt in riding the Mileage Competition in view of his rather short period of membership in the Association, and even at that, during the past year he had acted on Committees pertaining to the Spring Century and Road Race, and as Alternate to the Inter-Club League.

Segal as the third prize winner has figured in almost all the mileage competitions since 1908 in view of his persistence in reporting his mileage, considering this one of his duties as a member of the Club. Back in 1908 Segal won the National Competition as well as the Local Medal and has figured in second and third places since that time.

The total mileage for the year compares favorably with past years, when less time was given to the road racing, and which is mainly responsible for the lack of greater activities in all the Clubs in the Metropolitan district.

CENTURY AND MILEAGE COMPETITION, 1916.

	Miles	Single	Double	Triple	Points
1—F. M. Sanborn, Baltimore, Md.	8,529	39	1	1	11,804
2—Wm. M. Winqvist, Brooklyn, N. Y.	6,368	38	1	.	10,368
3—Sylvain Segal, New York, N. Y.	3,620	4	.	.	4,020
4—Willard Knecht, Stapleton, L. I.	2,895	3	.	.	3,195
5—Vito Cestone, New Rochelle	1,687	3	3	.	2,587
6—George Steppello, Long Island City	1,674	9	.	.	2,574
7—L. A. Wetzels, New York City	802	6	.	.	1,402

8—Mayer Cigal, New York City	750	5	.	.	1,250
9—Frank McGinnell, New York City	759	3	.	.	1,059
10—William Jenkins, New York City	669	2	.	.	869
11—Wm. Fredericks Richmond Hill, N. Y.	531	.	.	.	531
12—H. V. Carroll, Bronx, New York	384	1	.	.	484
13—L. P. Sattler, New York City	451	.	.	.	451
14—Benj. Boyes, New York City	240	.	1	.	440
14—P. J. Brock, Brooklyn, N. Y.	332	1	.	.	432
16—Louis Grace, New York City	415	.	.	.	415
17—J. M. Mitchell, Greenwich, Conn.	190	1	.	.	290
18—Raymond Caldwell, Brooklyn, N. Y.	255	.	.	.	255
19—Ernest Kuno, New York City	100	1	.	.	200
20—J. J. Marquart, Bronx, N. Y.	100	1	.	.	200
21—William Feil, New York City	100	1	.	.	200
22—H. A. Whiteman, Richmond Hill, L. I.	172	.	.	.	172
23—D. W. Moore, Bayonne, N. J.	162	.	.	.	162
24—Wm. Belmont, New York City	110	.	.	.	110

Totals	31,295	118	6	1	43,470
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Total centuries 133.

F. M. Sanborn penalized (not included in the above)

1,155 points for lateness in reporting.

List of Certificates of Merit Awarded for Riding During
the Year by the National Board of Governors.

To James W. Johnston for riding 10,601 miles during the year 1904.

To Albert C. Griffin for riding 5,766 miles during the year 1904.

To Vito Cestone for establishing a new New York to Boston record September 29th, time 18 hours.

To Benjamin Boyes for establishing a new record from New York to Boston Nov. 7th, time 17 hours, 49 minutes.

To Vito Cestone for establishing a new record from New York to Boston December 3rd, time 17 hours, 36 minutes.

To Fred M. Sanborn for meritorious ride between New York and Chicago.

To William Winquist for record from New York to St. Louis, including meritorious ride and record to Utica, N. Y. and Chicago, Ill. Time to St. Louis 279 hours 32 minutes.

To Fred M. Sanborn for riding 8,529 miles during the year 1916.

To William Winquist for riding 6,368 miles during the year 1916.

Sylvain Segal.

Bystander—I suppose you would like to take a ride without worrying about tires and the like?

Motorist (fixing a puncture)—You bet I would.

Bystander—Well, here's a car ticket.

Willis—Just think of it! Those Spanish hidalgos would go 3,000 miles on a galleon!

Gillis—Nonsense. You can't believe half you read about those foreign cars.

"I can't afford a motor car."

"But I thought you had one."

"I have. That's how I discovered that I can't afford one."

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

It was with the deepest regret that I learned of the death of "The Scorcher." Wheeling has lost an enthusiastic worker and very many of us have lost a good friend. He was with us on the Wheel About the Hub of 1912, and I had the honor to be his guide and companion in my car during the entire tour. I found him to be an agreeable companion and one filled with interest in what I could show him of scenery and of new and ancient architecture on the route. He was quite given to comparing much of our landscape with that of his native Ireland, and he was not so far controlled by prejudice that he could not see the beauties of nature that in many instances, exceeded in his estimation those of Erin. He did, however, remark that the roads after leaving Ponkapog were the vilest he ever rode over. I told him that these particular highways were just as they were when the wheelmen rode over them in the W. A. T. H. of 1879, and I was obliged to admit that on this stage of the tour the ambulance was full of wrecked humanity. I also remarked that Massachusetts was celebrated for its good roads, and that the celebration did not cover this particular section.

It was a most delightful experience for me and I look back upon it with many pleasant memories. The Bulletin readers have had the pleasure of reading very much from his pen in the liberal extracts from the Irish Cyclist which Esstee has laid before us. We shall miss that ready wit and the fascinating style which were the characteristics of all that he wrote. All cycledom will miss him, but while regretting his loss they will cherish his memory.

I leave here for Palm Beach, Fla., on the 5th of February and during the coldest month of the year (up north) I shall be bathing in the ocean and riding my motor cycle over good roads. I wish you might all be with me, for then we could repeat those jolly times that we used to have when several thousand of us gathered

at League Meets in the North. I hope you will all stand by the League in 1917 and not forget to renew when the summons comes.

Fraternally yours,

Milo M. Belding, Jr.,
President.

NOMINATIONS FOR NATIONAL ASSEMBLY.

The following delegates have been regularly nominated for the National Assembly, L. A. W.:

New York, 9—Frank P. Share, Wm. M. Frisbie, George T. Stebbins, F. W. Brooks, Jr., John B. Kelley, H. W. Bullard, Wm. W. Share, N. S. Cobleigh, Fred G. Lee.

Massachusetts—A. P. Benson, Walter G. Kendall, J. Rush Green, Chas. C. Ryder, Albert M. Skinner, Fred D. Irish, Thomas H. Hall.

Pennsylvania, 7—George T. Bush, Wm. L. Lockhart, D. B. Landis, A. D. Knapp, Warren H. Poley, Chas. E. Minnemeyer, Fred McOwen.

New Jersey, 3—A. G. Batchelder, W. S. Gingen, E. O. Chase.

Connecticut, 2—A. G. Fisher, John N. Brooks.

Illinois, 2—C. M. Fairchild, M. X. Chuse.

Rhode Island, 2—John H. Barrett, R. E. Hamlin.

Ohio, 1—H. S. Livingston.

New Hampshire, 1—Chas. A. Hazlett.

California, 1—Kirk Munroe.

Kentucky, 1—Owen Lawson.

Missouri, 1—W. H. Cameron.

Indiana, 1—W. G. Heberhart.

Maine, 1—R. A. Fairfield.

Maryland, 1—H. V. Casey.

Michigan, 1—W. M. Perrett.

Wisconsin, 1—W. H. Field.

Abbot Bassett, Sec.-Treas.

One swallow doesn't make a supper.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

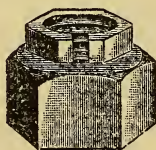
Roadbook of Pennsylvania, Delaware, New Jersey and N. Y. City

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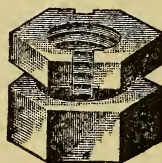
AMERICAN ROADBOOK CO. 1511 Cayuga Street, Philadelphia, Pa.

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Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

223

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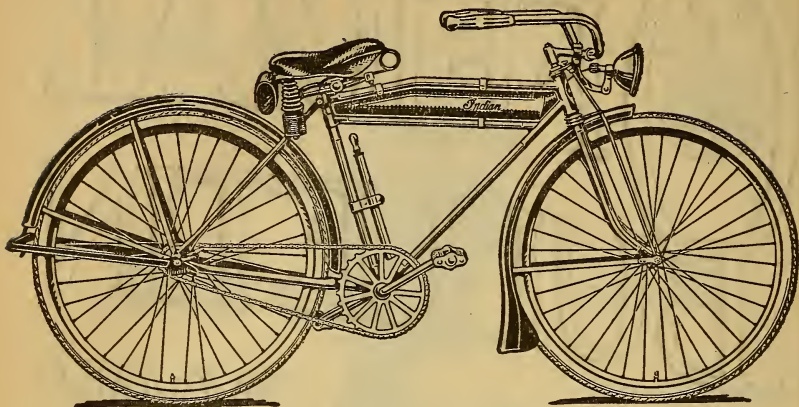
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105 Central Avenue, NEWTONVILLE, MASS.

For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

Indian Bicycle

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-doors sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

**Largest Motorcycle Manufacturers
in the World**

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Springfield, Mass.

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ABBOT BASSETT - EDITOR

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Vol. 15. No.3

MARCH, 1917

5 Cents

SPRING IS NOW DUE.

It is always safe to say Spring is coming, but it is rather risky to declare that Spring has come.

The snow shovel may now be laid aside (perhaps) but the coal shovel will be working for quite a while yet.

The dealers sell wheels, but the riders pedal 'em out.

A pretty miss is as good as a mile and every favored young man is an additional lap.

"Mrs. Wallace is a shrewd woman."

"What makes you think so?"

"She attaches a cyclometer to the lawn mower, and gives Wallace a medal every time he scores a century."

"What have you got?" asked the minister of the chauffeur who rang his doorbell.

"One pair," replied the chauffeur, and he called the eloping couple to come forward.

A correspondent asks if it is correct to say that we "ride a wheel" when there are two wheels under us? It is very true that there is one wheel under us and another one close to it, but do we not hear it said that when two are joined together they are made one?

The lady autoist apologized to the pedestrian for knocking him down, but added: "You know you must have been walking very recklessly. I am a very careful driver. I have been driving a car for five years."

"You have nothing on me," returned the victim, brushing the dirt off his clothes, "I have been walking for fifty years."

Charles M. Murphy, of New York City, a veteran wheelman, at one time a racing man of note and latterly a policeman, also the first man to ride a bicycle a full mile in less than 60 seconds (57 4-5) has been placed on the retired list of the N. Y. police force. While on duty, and riding his motorcycle on Manhattan bridge, on September 3d last, Murphy was thrown in collision with a motor-car, and broke his left leg in three places. Nine weeks in the hospital failed to fit him for service and his transfer to the retired list followed.

The "good roads" movement is spreading. Brazil, noted for wretched highways, lately had a "good roads" congress.

The Turk ought to make a good chauffeur—he's a born Auto-man.

Frisbie of New York got severely bumped in a railroad accident on his trip to Boston en route for the Boston Bi Club dinner, but he suffered no injury save to his feelings, nor was his appetite impaired.

Mr. and Mrs. Thomas H. Hall of Charlestown (Mass.) announce the engagement of their daughter, Margaret Brainard, to G. K. Worms, of New York and New Orleans, La. Miss Brainard is now completing the season of "Nothing But the Truth," as leading lady for William Collier in New York, and at the end of it will leave the stage. She will be married in the early spring. Mr. Thomas H. Hall is well-known in cycling circles. He is President of the Rover's Cycling Club, ex-President of the Boston Bi Club and a member of the National Assembly, L. A. W.

When in doubt ride a Hendee bicycle.

We hear that George L. Cooke has been getting in front of an auto with serious results to himself. We are not supplied with the particulars at time of writing, beyond the fact that he is doing well.

On April 1 a very large proportion of our members are due for renewal. We hope that early birds will fly in quickly so that we may escape the labor of going after them with a postal gun.

The C. T. C. and the N. C. U. of Great Britain are talking of consolidating. The Cyclists' Touring Club has, in the past, attended to the touring interests and the National Cyclists Union has had charge of the racing interests. When cycling came to America we copied very much from the English measures and there were advocates who favored two organizations, but it was thought best to have one organization cover the whole ground; hence the L. A. W.. And now our friends across the water talk of following our original plan, which we have given up in favor of the two-club idea, for the National Cycling Association has taken up the racing interests which the L. A. W. long since set aside.

Horace Winslow Warren, master emeritus of the Henry L. Pierce School in Dorchester, Mass., died at his home in Milton on Feb. 3d. In the early days of his teaching in Dorchester, Mr. Warren resided in Jamaica Plain, and there were no cars by which he could travel from his home to his school, therefore Mr. Warren journeyed back and forth on horseback across the country which is now Franklin Park. When the bicycle came in he learned to ride with Will R. Pitman as instructor. He joined the Massachusetts Bicycle Club and his name went in with those of that club on the second publication of applicants for membership in the L. A. W., June 26, 1880. He held League number 5 at the time of his death. He has served as a member of the L. A. W.

National Assembly, and although he was in his 73rd year he was always hail-fellow, well met, with the boys. He was a graduate of Harvard College. He is survived by a widow, a daughter and two step-children.

BOSTON BI ANNUAL.

The thirty-ninth annual dinner of the Boston Bi Club was confronted and conquered at the home of the Boston Yacht Club on Saturday evening, February 10th. There was a goodly attendance of the happy and hungry members. Good cheer prevailed and the club cry of "Bibamus" was loud in the hall. It goes without saying that the dinner did not disappoint those who partook of it.

President Charles W. Reed sat at the head of the table and Thomas H. Hall was toastmaster. The usual silent toast to the departed was offered by Quincy Kilby:—

"Gentlemen, the silent toast. One by one our friends depart, lost to sight beyond the coast on the sea that knows no chart; sure of better things ahead, perfect peace and quiet rest, in their haven of the dead, in their place where all is best. They are better off than we, safer far than you or I, where so soon we all shall be in their land of by-and-by. Past for them are pain and care, grief and sorrow, war's alarm. Trouble cannot reach them there, sudden storm, or stress, or harm. Yet they all are here today, round about us everywhere, up and down the well-known way, in the woods, the fields, the air. Weston, Pitman, Smithy, Stall, Arthur Robinson, and Jack, Hodges, Everett and all; once again our friends come back. Gathered from the silent shore, spirit, presence, shade and ghost, all are with us as before. Gentlemen, the silent toast."

It was generally agreed that there should be no prosy speeches, and it cannot be told which were the happier, those who would have to make the speeches or those who would have to make them. The irrepressible Frank P. Sibley didn't venture on a speech but he offered a toast:—"Through the lips and over the tongue,

down the throat and under the lung—Hullo, stomach! Here I come.”

The tables were cleared and chairs were arranged and then Mr. Bassett opened his portfolio of pictures and threw upon the screen portraits of the old time wheelmen, of early cycling events and very many views taken on the Wheel About the Hub. Then followed Mr. A. W. Eaton with a lot of “How-in-time-does-he-do-it?” tricks with cards, which were skillfully performed and dumbfounding to the audience. Frank Sibley told the story of the birthday cake which came to him at El Paso and was eaten while the Wheelabouts were eating a similar cake at Hingham. Mr. Loring G. Brooks gave a budget of funny Irish dialect stories. Arthur Sherwood Kendall sang, “On the Road to Mandalay,” and “Ginga Din,” two of Kipling’s poems which he has set to music. John B. Kelley and Wm. M. Frisbie came over from New York; Alvah G. Fisher came up from New Haven; Elmer G. Whitney came down from Dover, N. H.; Geo. L. Cooke, came up from Providence, and a lot of members came in from About the Hub. The club has always plenty to drink for Brother Frederic Whitney always provides a hogshead of Clysmic water which at other times he sells for cash. At a reasonable hour, remote from midnight a message come from Bedland and the crowd melted away.

Banquet of the Inter-Club Amateur Cycle Road Racing League—The banquet of the delegates and alternates representing the different clubs in the above league, held in honor of the President, D. J. McIntyre and Sec.-Treas. C. J. H. Tonges, was given on Wednesday, Jan. 24, at Giolitos’ Winter Garden, N. Y. City. After the dinner was put away there were speeches by Sylvain Segal, who presented Messrs. McIntyre and Tonges each with a suitably engraved walking stick in view of their faithful services for four years in their respective offices. R. F. Kelsey presented, on behalf of the company, the Goodrich Trophy to the Unione Sportive Italiana. Other speeches were made by Daniel M. Adey, President of the N. C. A. Alexander Scaison;

Walter Bardgett, of the Bi World. Champion certificates were presented to John Louis Staehle and to the Century Road Club Association. The affair was a decided success in every way.

The Hendee Mfg. Co. advertises its new electrically equipped bicycle which sells for \$45. Think of it, when you remember the \$150 that we used to pay. The bicycle has not gone up except in quality. The price has not followed potatoes and things.

New Haven Veterans—The 19th annual reunion of the New Haven (Conn.) Veterans' Association was held on Wednesday evening, Jan. 24. There were 36 veterans present. W. M. Frisbie came over from New York. The association owns two ordinary bicycles which were displayed. Dr. Daniel A. Jones was elected President and Alvah G. Fisher was elected Secretary. Edward J. Moriarty, who was a guest of the club, entertained with an amusing speech and had to respond to a clamorous request for his well-known song, "Giddap, Napoleon, It Looks Like Rain."

Bicycle Week is set for April 23 to May 5th.

The following, from a Galway paper, describes a motor cyclist's adventure after colliding with a monster pig:—"A gentleman who prefers the motor bicycle to the ordinary pedal machine was cutting it rather fine and sounding his signal horn at the rate of about 60 blows a minute, when he came in contact with a monster pig which was being driven by a countryman, with the result that, for once in his life, he was transformed into that proverbial lucky individual immortalized as having got on 'the pig's back.' The 'maker of bacon,' however, not being accustomed to carrying a jockey, reared and plunged with an agility that would do credit to the most obstreperous of mules, while the involuntary rider, to save his limbs, endeavored to retain his position by grasping at one of the pig's legs; but he soon realized the fact that he 'had the sow by the wrong

ear,' for in his efforts to retain his place on the 'pig's skin' he got unhorsed, or more appropriately 'unpigged,' while the roars of laughter from the unsympathetic crowd of spectators did not prove a balm to his wounded limbs and feelings. In the meantime the motor bike came to grief against the jail wall, and will require the aid of a bicycle joint-setter before it can be again brought out for a Sunday spin."

The fastest things I see on the road are the motor cycles. Thinkers do not agree as to the health advantages to be derived from motor cycling, but I am convinced that the thing is healthy for those who are not motor cyclists. Take my case. I am the man in the street—the "plain man," as he is more recently called. I find that the exercise I get from clearing out of the way of motor cyclists has been better to me than a long course of massage, with a sea voyage, and some tobogganing in Switzerland, thrown in. I did not notice it in London, but on a great highway out of London on which motor cyclists pass in lengthy processions, I have found the greatest benefit. I am sure that I have lost a couple of stones in about twice as many weeks. Sometimes I hang on to my position in the road, thinking that the other fellow will deviate a bit to the right or the left; but suddenly I realize that the safest plan is to go on, and then comes the mighty effort that seems to stir into ebullient activity every fiber of my being—if you understand what I mean. I am almost inclined to recommend a course of this treatment to people who feel run down, or who suffer from obesity, or to those who are subject to involuntary blushing or the like of that. Of course, it might not suit every body; but I honestly think that it has made me more fit, keen and active than I had been for years. It has had another strange effect. I am rather a silent man, like Carlyle and a few more of us. Yet, this thing has developed in me a flow of language, a vivacious chattiness that surprises myself as much as it does anybody else. I refer only to the quantity of the language, but the quality of it is its strongest point. My intimates tell me that they never

saw a man so changed—and all this is due to the motor cycle. The late Scorcher in Irish Cyclist.

America is the largest producer of cars in the world, and while Great Britain and Ireland can only boast about 200,000 car owners, and I believe about 140,000 motor cyclists, American car owners number over 3,000,000. The number of American motor cyclists is said to be less than those on this side of the Atlantic. This means that Americans evidently prefer a cheap car to a motor cycle, because the price of the two is practically the same. If Great Britain produced "tin Lizzies" in large quantities, British buyers might prefer one to a decent sidecar outfit. This would scarcely be progress, and half the interest of motoring would be gone. There is very little of the motoring brotherhood in America; one has only to compare the U. S. motoring papers with those on this side to appreciate this fact.—Irish Cyclist.

As a motorist turned a corner in a quiet country road he saw a brother of the wheel just ahead, evidently in trouble.

Immediately he slowed down.

"Want any help?" he asked, genially.

The other motorist looked gratefully at him, as he wiped the perspiration off his brow.

"I do," he whispered. "See that lady in the car. She's my wife, and I'd be much obliged if you'd answer her questions and keep her amused while I'm seeing to this busted tire."—Grit.

"I saw you out in your new car yesterday."

"Did I look like a motorist?"

"Well, no. You had an air of responsibility that gave you away, but that will disappear in time."

Do not strike while the ice is hot.

The more waist the less speed.

A thrown kiss spreads no germs.

It is more blessed to give than to be given away.

A little change in the pocket is worth two changes in the weather.

Trolley cars on night lines are stopped by the day-break.

It is a long loan that has no returning.

Cycling Revival—The great war, changing all things, has brought uphoped-for revival for the “push” cyclist. It has put his clock back to his summer time of twenty years ago. King Petrol is abated; the roads are silent, safe, sweet and dustless again. The “push” cyclist (foolish description) has furbished up his old “jigger” (beloved word), oiled its dry bearings, inflated its flat tires, and is out on his roads again—his roads, because he awakened their long sleep; his roads, because he first learned their exploration and magic; his roads, because the whole evolution of road and air travel is heir of his “push” cycle. The pneumatic tire was first made for the bicycle; the renaissance of road life begot the motor car; and without the pneumatic tire the internal combustion engine would have been useless.

There are portents on the road of a great revival of cycling; many of the old brigade never voluntarily gave it up. No sooner did King Petrol's rule slacken than all the veteran cyclists whose names are still road-music to so many middle-aged Englishmen arranged that merry rally on the Ripley road. Swarms of new cyclists—converts to the cheapest and most defensible of all war-time relaxations—swarmed out on the highway to greet the patriarchs. For one day the historic road was almost like it was in the golden days. Wheel behind wheel, the “machines” came purring down the last hill; hub to hub, they were stacked in barn and yard; avenues of wheels lined the village street that was once the cyclist's Mecca. And the villagers stood by their gates, as they stood every fine Sunday twenty years ago, to watch and

identify by familiar names the men who once were kings of the road.

The brotherhood of cycling was begotten because cyclists, as followers of the happiest and healthiest of all sports, are linked by the bond of common memories, adventures and explorations. The very frailty of the cycle gives travel on it an adventure and romance that the motorist cannot feel. The almost absolute absence of mechanical troubles gives the cyclist a freedom and carelessness on the roads that no motorist knows. Men of energy who have given up cycling and taken to motor-ing or motor cycling often return to their "push" cycle to regain the sweet satisfaction, at the end of a day's run, that every mile has been covered by their own exertions or the law of gravity—and I would ask what joy the motorist or motor cyclist ever knows like the aerial thrill of the cyclist when his gossamer craft flies down a mile-long hill? The essence of all sport is unaided achievement. And that is why only a twenty-mile run on the old "jigger" gives some of us more pleasure and solace and forgetfulness than whooping flights across half a dozen counties in a motor car.—London Chronicle.

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

Another cycling season draws near and we must begin to clean up our wheels. I can see a smile on the face of some of my friends as they read the above sentence, and yet they must give me credit for doing real riding on the wheel at this time of the year to a greater extent than in the summer time. Very true that I use a gasoline push, but there are very many old-timers who no longer ride at all. The weather here in the South has been unusually cold and I have done more riding and less swimming than usual. I want to call the attention of the members to the annual banquet which will take place on Sept. 13. It is no longer possible for us to

287
meet for the annual election and the accompanying dinner in various places throughout the country, and we find it very convenient to meet at the headquarters in Boston. The Boston Bi Club holds its annual Wheel About the Hub on the day after our meeting and the combination of the two great events makes it possible for us to secure the attendance of many riders from a distance who would not come to us so freely at any other place or under other and less favorable circumstances. The combination of events affords an opportunity for wheelmen to participate in the whole or a part of three days of great pleasure. I hope to see a large attendance at the dinner. The price is within the reach of all. Boston has done well in the past, but there is room for improvement. The Boston wheelmen are our hosts and they should turn out in large numbers to receive us when we knock at their door. The veterans are leaving us. This is distinctively a gathering of old timers. Let us meet and greet them while we may. I want to shake the hand of every wheelman in eastern Massachusetts on Sept. 13th.

Fraternally yours,

Milo M. Belding, Jr.,

President L. A. W.

Palm Beach, Fla., Feb. 15, 1917.

NATIONAL ASSEMBLY DELEGATES.

It has become customary in the L. A. W., when there have been but single nominations for representatives to the National Assembly, in order to avoid the expense and trouble of a mail election, for the president to declare the election of the candidates named.

Following this precedent, therefore, and by virtue of the authority vested in me as President of the League of American Wheelmen, I hereby declare the several candidates who have been nominated to be duly elected.

Fraternally,

Milo M. Belding, Jr.,

President.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

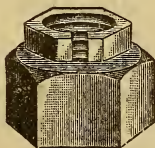
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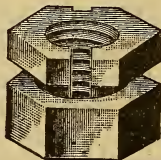
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Organized May 31, 1880

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We invite men of good character to join us in prosecuting the good work we have undertaken.

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241

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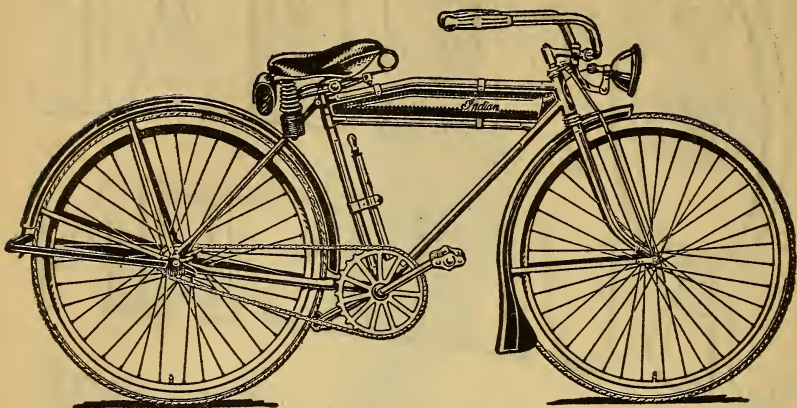
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APRIL, 1917

5 Cents

THE RIDING SEASON IS NOW OPEN.

April is noted for its anniversaries:—Jester's Day, 1st; Lee surrendered, 9, 1865; Fort Sumter, 12, 1861; Lincoln assassinated, 14, 1865; Titanic sunk, 14, 1912; San Francisco earthquake, 18, 1906; Mr. Revere rides and patriots' fight, 19, 1775; Shakspeare born, 23, 1564; Grant born, 27, 1822; President Belding born, 14, 1865.

Ladies' Decoration Day occurs on April 8th. Sometimes called Easter.

The wobbling beginner on the bicycle toils a great deal before he can spin.

We are to have an underground moon on April 29th. Be prepared for unpleasant weather. Otherwise the moon will behave itself although it will be full on Saturday the 7th.

The St. Louis Cycling Club held its annual election on March 8. The following officers were elected: President, F. W. Hunicke; Vice-President, F. J. Pollnow, A. J. Schreiner; Secretary, O. F. Hassemer; Treasurer, L. M. Stringer; Captain, W. C. Martin; A. F. Dietrich; First Lieutenant, Wm. Wallace, A. F. Dietrich; Second Lieutenant, A. F. Dietrich, A. R. Cochran.

Montreal Bi Club—The 40th annual dinner of the Montreal Bicycle Club was held on Thursday evening, March 8th, when the officers for the season were elected. It was decided at the meeting to organize an automobile and motorcycle department in the club this season. The following are the officers elected:

President, Art. Harries; First Vice-President, Ald. Louis Rubenstein; Second Vice President, F. Waikley; Hon. Secretary, Jas. Macdonald; Treasurer, R. E. Melville; Committee, W. A. S. Ayerst, H. A. Carter and K. G. Packard; Captain, W. E. Findlay.

This is one of the very old clubs, but still active. Time was when they used to be with us at our concerted meets and runs.

When a man marries for the loaves and fishes he generally loafs and fishes.

Jack Crawford, the poet-scout, died on Feb. 27 at his home in Woodhaven, L. I. He contributed several poems to the L. A. W. Bulletin during the time that his friend Nixon Waterman occupied the editorial chair.

For the first time in twelve years the Kings County Wheelmen, of Brooklyn, gathered for a reunion on Saturday evening, January 20th. The Occasion was a get-together dinner of the veteran members at the Ormonde Cafe, and fully 150 attended the festivities.

George B. Needham, who for ten years was president of the club; Charlie "Mile-a-Minute" Murphy, at one time the club's captain; W. J. Murphy, at one time New York State amateur champion; Edward Pettus, William Roberts, Frank Blauvelt, W. A. Bonnell and many other veterans were present and enlivened the occasion with reminiscences of the club's cycling activities, prior to its disbandment in 1904. In addition to the menu there was an excellent program of vaudeville provided by the reunion committee.

The outcome of the reunion was the reorganization of the club under the original name, with the object of

245

holding more of these pleasant reunions, officers being chosen as follows: President, L. Walter Sammis; vice-president, Benjamin F. Rockwell; secretary, Alexander S. Farmer; treasurer, Charles B. Paul; captain, J. Edward Martin; first lieutenant, William H. Roberts; second lieutenant, Walter H. Hutchinson.

The following remarkable piece of misinformation we clip from an esteemed contemporary: "A Loyal Cyclist, A Lafayette, Ind., rider dates his enthusiasm back to the high-wheeler—Lafayette, Ind., March 12. Although actively interested on the boards of various corporations, N. M. Belding, Jr., president of the Belding Brothers Co., is a motorcycle enthusiast. Mr. Belding uses a Harley-Davidson, and is seen almost daily in the saddle. His enthusiasm for the two-wheeler dates back to 1881, when he started riding one of the old 52-inch 'roadsters,' or high wheels. Mr. Belding had piled up a record of 20,000 miles before the modern bicycle came into existence. He is a charter member of the League of American Wheelmen, and for three years was New York State Counsel. He began riding motorcycles in 1912, and has not missed a season since buying his first machine."

The item suggests our President, but since our superior officer does not begin his name with an "N"; and since he is not a resident of Indiana; and since he is not a charter member of the L. A. W.; and, since he is not a lawyer, he could not have been "Counsel" for N. Y. State. Some of his friends may perhaps point the finger of doubt at that record of 20,000, but we know nothing about that. We shall not, however, change our President's name and address on the official page.

The Harlem Wheelmen of New York City, which was organized in 1881, and for twenty-three years was one of the leading cycling organizations of the metropolis, disbanded in 1914 as an active body. This does not mean, however, that the club ceased to exist, for the veteran members have annually held a reunion banquet, and the

latest of these events fell on Saturday evening, January 27th, in the Hay Loft of the West End Restaurant, 226 West 125th street. There were 108 present by actual count to enjoy the excellent menu and the elaborate vaudeville entertainment. There was no speech-making by mutual consent, and the business transacted consisted of election of officers for the ensuing year, as follows: President, Thomas O'Reilly; secretary, Homer B. Cable; treasurer, Charles Widmer—the last two named being re-elections. It was decided to have a beefsteak dinner next year.

At a meeting of Brooklyn members of the Century Road Club Association, Friday, Feb. 16, a new division was formed. The latest club will be called the Long Island Division and the membership roll was started with 20 names. William Winquist is centurion, while Joe Caldwell is secretary; George Steppelo, treasurer, and Ray Coldwell, the captain. The club quarters are to be located at 636 East Glenmore Avenue, Brooklyn.

Annual Dinner C. R. C. A.—The Annual Dinner of the Century Road Club of America in celebration of its 26th anniversary was held at the "Campus," New York City, on Saturday evening, March 3rd. About fifty members and friends participated in the festivities and many prominent men in cycling were to be seen amongst the guests. Toastmaster Emile E. Fraysse opened the speech-making with a few appropriate remarks with respect to the gathering of the evening and to cycling at the present time and introduced the National Secretary of the Century Road Club Association, Sylvain Segal as the first speaker, the latter remarking that the fact that members of both the Century Road Club Association and this organization were present tended to show the friendly feelings which existed between the two organizations. Richard F. Kelsey, Chairman of the Board of Control of the National Cycling Association spoke of cycling conditions as they existed throughout the states and the great assistance that was to be expected by race

247

promoters from the various manufacturers' associations during the coming season. The fact that the National Cycling Association had given the Cycle Trades Directorate a blank sanction for races during the entire year was proof of the statement that was made that a thousand road races could be promoted. Mr. Kelsey further advised as to the proper method of securing prizes for the road races to be promoted in and around New York and concluded his words with best wishes for the success of the club. Charles E. Wylander, the Secretary of the Club, called the attention of those present to the fact that the Century Road Club of America no longer had various divisions, but that it would all be one club, as the officers of the year recently passed this legislation. Among other members of the Club who spoke were Fred E. Mommer, Victor Lind and L. A. Fraysse, who all brought forward the fact that if all members were to cooperate with the officers, theirs would be the most active in the field. Bringing the speech-making to a close the floor was cleared and dancing followed until the early morning. The officers elected for 1917 are as follows: President, Emile E. Fraysse; first vice-president, Frederick H. Peterson; second vice-president, Julius G. Schmidt; treasurer, Clinton B. Walker, and Secretary, Charles E. Nylander.

"Noah Count Wheelman" writes—"I am sending my renewal ahead of time so that you can save the P. O. stamp of renewal. Every member of my family reads the Bulletin from Alphabet to Oberammergau. We like the cheery letters that come from the President. In some years we have not been made aware that we had a President and we had to look up his name on the official page. We hope he will keep it up."

Harry H. Peck, of Cambridge, Mass., died suddenly of heart failure last month. He was so interested in an invention useful in submarines that he remained up till three o'clock in the morning working upon it. He lived in Kensington Chambers with his brother, Alonzo D. Pack. Mr. Peck was born in Boston and lived most of

his life in the family homestead at 727 Tremont Street. It was there that Eleanor Porter knew him and his two brothers. Some of the scenes in her books, "Miss Billy," are laid in the old house. In the days of the L. A. W. Bulletin, under Sterling Elliott, he contributed many illustrations to that paper. He invented a process for coloring the views of the stereopticon and moving picture films which was a decided success. He was educated in the Boston schools and the Massachusetts Institute of Technology. He was unmarried and is survived by the brother with whom he lived and another brother, Arthur K. Peck, the traveler and lecturer.

The 1917 Chicago motor cycle, bicycle and accessories show is to be held on the dates of the week September 17th to 22nd.

Wm. B. Howland died suddenly of heart disease last month in his New York office. When the "Wheelman," a magazine, promoted by the late Col. Pope, seemed to have lost its popularity Mr. Howland purchased it, renamed it Outing, and broadened its scope. In 1913 he became president of the Independent Corporation, which later absorbed Harper's Weekly. The consolidation, which took place in 1916, united two of the oldest magazines in the country, as Harper's Weekly had been in existence fifty-nine years and The Independent sixty-eight years. His country home was Seven Chimneys, at Westwood, N. J., and in New York City he lived at the Chelsea Hotel.

Amory G. Hodges, a brother of the late Edward C. Hodges, died in New York City on March 8. In the early days of wheeling he was an enthusiastic rider with his brother, but he retired early from the field.

Sylvain Segal, our New York correspondent and the hero of very many century rides, will, in future, favor a tandem. On January 30th he was married to Miss Cecilia Lenson, of Arkville, N. Y. The happy pair will

249

reside in New York City. We have received pleasant greetings from the bride and groom which we take great pleasure in reciprocating.

A little thing like stripping the gears of all the forward speeds in his car was not going to stop Abraham Tube, who had got as far as Needles, Cal., in a transcontinental automobile trip with his family from Portland, Me. So he threw in the reverse gear and for nine days backed slowly until he reached Los Angeles.

A variation of 100 degrees of temperature between Manitoba and the Gulf goes to show that Uncle Sam observes the medical maxim: "Keep your head cool and your feet warm."

Chas. M. Murphy, an old-time bicycle champion, has been put on the retired list of the N. Y. police force. And now Frank L. Kramer has joined the police force of East Orange, N. J. Ride fast, be a good boy, and one day you may be a policeman.

The Monday Club, of Boston, for several years eaters at the "Venice," and occasionally at "Napoli," and on other occasions at "Sorrento" and "New Italy," is nowadays at "Genoa" eating. Spaghetti is king of every feast. "Italia O Italia" should be the password. In Chicago the wheelmen used to dine in the "Rag Shop," but then Boston has more love for the poetical than has Chicago.

"Automofraidcat" writes—"You have urged very often that the auto has scared riders of the wheel from the road, but you do not tell the whole story. It is very true that a big fifty mile an hour auto in our wake gives us the shivers, but the wealthy owners of the buzz wagons have instituted another push-away. In the old days we used to enjoy a club run to a wayside inn where he could get a good lunch for half a dollar. Not so now, for the auto men have caused a jump in prices that drives the

wheelman, if he goes out at all, to the home made sandwich and a chunk of cheese. Where we used to pay fifty cents for a meal we are now confronted with a dollar and a half or two dollars. This is not altogether owing to the H. C. L., for it was forced upon us long before the war and the consequent high prices. The long purse can pay and the landlord knows it. Moreover he sells more rum to the joy riders. Wheelmen were not good customers at the bar. I have no remedy to suggest, but I shall feel better if you let me kick in type at things as they are."

Recently we overheard a discussion on how the C. T. C. came into existence. "Some said this and some said that," but a familiarity with our archives enabled us to decide the point quite conclusively. The C. T. C. owed its birth to a letter written by Mr. T. Hiram Holding to *Bicycling News*, and published in its issue of 30th June, 1876. This was the first contribution to the press, which two years later led to the formation of our Club. In the interim some newspaper discussion took place in the *Bicycling Times* and other cycling journals, prominent among the contributors thereto being Messrs. S. J. A. Cotterell, G. Lacy-Hillier, and S. H. Ineson, and the result of rather lengthy negotiations was the calling of a meeting of cyclists at Harrogate on the 5th of August, 1878. At this was founded the Bicycle Touring Club, renamed the Cyclists' Touring Club in 1883. Eighty members were elected on the spot, the subscription was fixed at 2/6 per annum, and the following officials were elected:—Messrs. T. H. Holding, G. Lacy-Hillier and others, vice-presidents; S. J. A. Cotterell, hon. secretary; S. H. Ineson, hon. treasurer; and these formed the first Committee.—C. T. C. Gazette.

A Million Bicycles—The campaign of last year, in which the attempt was made to sell a million bicycles, was not altogether a success. The total reached was 455,095, a little less than half of what was expected. In 1895 there were sold by American manufacturers in the U. S. very near to two million bicycles. In 1900 there

257

were sold 1,182,880; in 1905, 150,487; in 1910, 233,707; in 1914, 398,899. An attempt will be made to reach the million mark in 1917. It has seemed to us that the trade does not go to work in the right way. They do not seek to promote the use of bicycles but all their energies are directed to the sale of bicycles. The manufacturers advertise only in trade papers which circulate largely through the trade. Every manufacturer is telling every other manufacturer what a good bicycle he is making. In the early days we worked to persuade men to ride the wheel. Touring, club life, weekly runs, these were the agencies employed. Amateur racing was a potent factor in the scheme to interest riders in the wheel. The clubs have gone out, touring is no longer popular, and racing which was promoted by the clubs is a thing unknown. The roads were never better. In the old days the roads were in poor condition, but we got around this by building side paths. One year there were sold over 300,000 side path tickets for \$2 each and these gave the rider all the privileges of the path. The money was used to build the paths. Now that many riders have been driven off the road through fear of automobiles it might be a good idea to build side paths. Bicycling must be brought back, if it is to come at all, by the young men. There should be missionaries sent out to promote riding of the wheel. The selling will follow naturally.

A recent number of the Irish Cystist, of Dublin, has this to say about the American cycling papers:—

"A curious condition of affairs exists in America as regards the papers dealing with cycling and motor cycling. These are primarily intended for trade consumption, though racing is dealt with to a considerable extent. Under such circumstances we would naturally suppose that there would be ample room for a paper devoted altogether to the interests of the public and dealing specially with touring and racing. American papers are devoted entirely to the interests of the trade, except so far as these racing events are dealt with, and even these

functions may be regarded as a section of the trade advertising campaign. Papers run on these lines can never appeal to the general public. The mere fact of the trade being dealt with to such an enormous extent would be likely to excite the suspicions of the buyer, who would consequently attach little importance to the columns devoted to describing or eulogizing the productions of advertisers. It is a great pity that there is no paper run in America on British lines."

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

The times are out of joint. Grim-visaged war confronts us on every hand and turns us aside from all the usual joys and employments. He was indeed a philosopher who told us that we must do the unusual things in vacation. The minister should not see a church spire; the lawyer should avoid every kind of a court; the cyclist should put aside his wheel; the automobilist should walk. In a word, every person should make a complete alteration in his daily habits, get out of himself, shut his eyes to everything disagreeable and drink in all the recreation that he can command. That is a good sermon for peaceful times, but just now we cannot choose our recreation. Grim-visaged war and obstinate-visaged strike has forced us to give up recreation and get together for a fight. Touring has gone, club runs are no more, get-together meets are a thing of the past. The bicycle used to be considered a peace promoter. It has proved to be a valuable implement of war. This seems to be a grim-visaged message, but cheer up and stand by the L. A. W. April is chiefly noted in the United States for the opening of the L. A. W. renewal season. There is no more inspiring sight than that of a devoted wheelman riding through muddy ways to deposit his dollar in the post, directed to the Sec.-Treasurer. Three-fourths of our membership are due to renew in April. We hope that every one of the three-quarters will send

253

in his four quarters without delay and warm up the cockles of Esstee's heart. I have been enjoying life this winter in Florida, doing the unusual thing in riding a motorcycle instead of an automobile. There have been quite a few wheelmen here this winter. Delwyn Shepley from Vermont, John B. Kelley from New York, and W. C. F. Reichenbach from Topeka, Kansas. Among the permanent residents are Kirk Munroe, who inspired the meeting which gave birth to the L. A. W. and R. L. Stewart, both at Cocoanut Grove; N. W. Harrison, life member of the L. A. W. at Ocala; H. F. Wilhelm at Stuart and Chas. C. Baker at Titusville.

One year the L. A. W. Assembly voted to hold the annual meet in Florida, but the courage of the Executive Committee failed them and a postponement was made. Things too far are unreachable to the many. Now, believe me, you mustn't let that League banquet in September be too far. Don't forget to go and take your appetite with you. With kind regards to one and all

I am, Fraternally yours,

Milo M. Belding, Jr.,
President.

West Palm Beach, Fla.

The hours fly so fast as we grow older that it seems as if Father Time had traded his sickle for a bicycle.

The tombstone is about the only thing that can stand upright and lie on its face at the same time.

When we lack money enough to buy coal there may follow a coolness in the family.

A Montreal, Can., man wanted to use his bicycle in winter. He removed the front wheel and attached a small sled to the forks. Thus he had a bicycle-sled, which enabled him to ride around at ease, says the Popular Science Monthly for January.—Just wait and look at him try to climb a hill.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

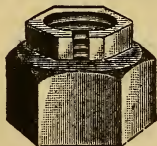
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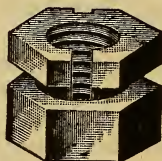
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Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

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257



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

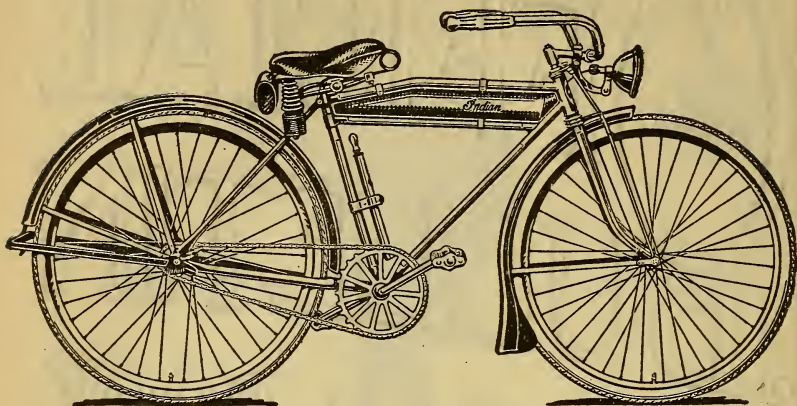
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MAY, 1917

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AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

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insertions \$1.00 an inch

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Vol. 15. No. 5

MAY, 1917

5 Cents

IT MAY BE

This is the month of the L. A. W. birth, May 31, 1880. There are still with us eight wheelmen who were at Newport when the L. A. W. came into being.

At this season it is easy to ride into the country a little way—say up to the hubs.

For that tired feeling take a street car.

Contributions to the fresh air fund should be in the shape of drafts.

A healthy thing for a wheelman to be out of his doors.

"Are you saving up anything for a rainy day?" asked the thrifty citizen.

"Yes," replied Mr. Chuggins. "In a little while I expect to have enough to buy a brand-new top for my automobile."

"Can Maude skate?"

"Yes, unless there's a handsome young man around."

A friend of ours who takes very special care of his bicycle was accosted by an acquaintance who was much impressed with the brightness of the plated parts and

asked how it was done. The owner informed him that he used a certain preparation supplied for the purpose, together with plenty of elbow grease. "And where do you get the elbow grease?" he was asked.—Irish Cyclist.

Robert Hitchens reminds us that "There is a time of life when, if the body is healthy and the soul untroubled, each season holds its thrill for the heart, its tonic gift for the mind." At no season are the thrill and the tonic so strong and so greatly needed as in the spring.

Dr. Charles W. Eliot, president emeritus of Harvard, who observed his 83d birthday recently, will give up bicycle riding, his favorite form of exercise, because of increased automobile traffic.

For years Dr. Eliot has enjoyed riding a bicycle in Cambridge, but the danger now attending this pastime because of automobiles has forced him to forego it.

We wish we might expect the far-off members to join the near-by members at the annual banquet in Sept., but we can easily see why it is impossible. But the near-by men should put in an appearance and enjoy the fun and the inspiration. Make a date in your diary. Do not let the only fun item of the year get by you.

Member number 837 desires to find some parts of the Spencer coil brake. Can anyone help him? Send word to Secretary Bassett.

Lincoln Holland, formerly of Worcester and Framingham, Mass., is still riding the wheel in Los Angeles, Cal. Our first remembrance of him goes back to the time in the early eighties when he and his wife rode a Coventry Rotary two-seated tricycle from Worcester to Boston. We thought it a remarkable performance. He writes of an experience at Los Angeles:

"On Oct. 19 last, I had the only accident of 35 years' riding. A wire trailing from the back wheel of my Flanders 4 motorcycle got under the tire and after two

261

bad slews which I recovered, I went down and broke my collar bone; but, although badly splintered, my cycle riding helped me to be able to chop wood with my right, the side broken, in 23 days; and I am as fit as ever; but owing to the daughters' objections and on account of house storage (living now in an upper flat 3 miles away) I am riding a bicycle, and enjoy it too. I just put on a Cyclometer for a former Worcester man of 72 years, and rode it to Pasadena, and I shall use one myself shortly. It is fine. Remember me to Lon Peck."

The C. T. C.—The annual meeting of the C. T. C. was held at Manchester, England, on March 9th. There were 60 members present. Mr. James Lennox presided and Mr. W. S. Burke was Secretary. It was reported that in spite of adverse circumstances the Club had gone through the year without loss and had a good balance on hand. It was voted to retain upon the membership list the names of all members in service with the Allies and call for no payment of dues.

A resolution to the effect that the time is now opportune for the opening of negotiations with the National Cyclists' Union to ensure co-operation between the Club and that body in all matters affecting the interests of cyclists, and instructing the Council to arrange a preliminary conference of delegates for the two organizations, was passed.

The working of the club during the year shows a surplus of revenue over expenditure of £43 13s. 6., and in view of the fact that the revenue for members' subscriptions fell from £2,389 in 1915 to £1,970 in the year under review, the result is one on which the officials of the club may be congratulated.

The club, like all cycling organizations, had a remarkable growth, followed by a sharp decline. In 1879 the membership stood at 718. A year later it was increased to 3,300, and ladies were admitted to membership. In 1881 the membership was 3,797.

In 1881 a little paper called "The Circular" was published with E. R. Shipton as editor. In 1882 the name

of the club organ was changed to "The B. T. C. Gazette" and it grew rapidly into a really useful and interesting paper. Shipton became paid secretary and editor in 1883. The year ended with a membership of 10,625. In 1884 it had increased to 16,625. In 1885 the membership was 20,000. There was a slight drop in 1887. In 1896 the boom in cycling commenced, and the membership rose to 34,655. The development was steady up to 1899, when the membership totalled 60,449. This was a high water mark; in 1902 the figures had dropped below 50,000, and now the membership is below 9,000.

A Heated Reply—Our French correspondent, located in Paris, takes exception to a paragraph in the L. A. W. Bulletin:—

Old King Coal is a merry old soul; but why not call the grate monarch His Royal Highness, since he demands \$12 a ton?—Bulletin, Feb. 1917.

To the Editor of the Official Pipe Organ:—

Fer th' love o' Mike, have you the infernal courage to bullyrag Old King Coal for charging you 12 dollars a ton for the combustible? Why, my dear Alphonse, at 12 dollars a ton he is making you a present of it, with a coupon of transcendental benignity to be cashed in at any bazar of charity. Do you want to bite the hand of benevolence, or are you only bluffing to circumvent a possible 13 dollars which may be lurking somewhere in your fears?

Let me place upon your contracted brow the balm of a comparison, which ought to soothe to some extent that condition of mental Fronde from which you are suffering. In this gentle winter resort of Paris, if any grimy-faced coal dealer should, by any lapsus whatever, arrive at the point of selling coal to the public at 12 dollars a ton, he would be convicted of being crazy in the first place, and then, a little later, statues and monuments to his living memory would be erected in all squares and parks. Anyhow, the public would awaken sooner or later, because it would be only a dream.

I am truly sorry that you were not present, a few days

263

ago, when I was engaged in the desperate endeavor, with prayer and supplication, to reach the eye, hand and soul of the local King Carbon, for him to consent to sell me a modest quantity at the rate of 45 dollars per ton. Oh, I was only one of the assemblage of mendicants, standing in line while the thermometer was cool and calm at twelve below zero. Besides me there were numbers of other cooks, servants, scrub ladies, valets, millionaires and honest folk who needed heat and didn't give a ——— what they had to pay for it.

Coal at 12 dollars a ton! Fie, you grumbler! I can almost hope that real inconvenience may happen to you some day, so you may learn forbearance.

Yours truly,

Your French Member.

Paris, Feb. 27, 1917.

It would seem that our old friend, "Jimmy," doesn't need any combustible to make him warm under the collar, and we shall try to put in a few more notes that will keep him in a condition that will not call for coal at any price. There are those who believe that all our physical troubles find their source in our mentality.

MILWAUKEE WHEELMEN.

The thirty-second annual dinner and reunion of the "Milwaukee Wheelmen" was held on Saturday, March 17th, in the Calumet Club private dining room. Among those who made impromptu remarks were Walter Sanger, who described how he won the international racing championship in England; he also brought along his wooden shoes, with inscriptions of prominent men of the old-time cycling days. Terry Andrae gave a description of the Milwaukee-Waukesha road race-course, and the sensations of a racing man, before and during a race, on the up-and-down-hill roads. Fred Holmes, former boy wonder, played the piano in a very elevating manner, the platform being a foot higher than the floor. Among others who made remarks were W. L. Simonds, Fred J. Schroeder and H. P. Andrae, while Frank Morawetz gave the silent toast. Harry Rogers, of Racine,

gave a very finished oration on "Barbara Frietchie." Telegrams and letters of regret were received from Cressy L. Morrison, former L. A. W. vice-president, now in New York City; Ed. Paige, of Davenport, Wash.; Harry Warner, of Portland, Ore.; Burley B. Ayres, who is taking the cure at Battle Creek, Mich.; Norton van Sicklen, the old war-horse of Elgin, Ill.; and Gus Liebscher of Germantown, Pa. It was proposed that Terry Andrae should make arrangements to collect the photographs of the Old-Timers, and incidents of general interest connected with the same, so that they may be shown on a screen at the next meeting. Those who read this, and have anything of interest to contribute, will greatly oblige Andrae by corresponding with him. The Milwaukee Wheelmen have lost but few members in all the years that they have been in existence, which we ascribe to the fact that bicycling, being an out-of-door sport, is one of the healthiest known. Everyone of the boys had a very enjoyable time, as a crowd of old-time wheelmen will have anywhere.—Terry Andrae.

Member No. 373 writes—"Wish you would publish something in the Bulletin about the efficacy of "Cycling" in the case of nervous breakdown. Was home for several weeks this winter. Riding, of course, was out of the question at that time. Have to admit, however, that I have been using a small auto most of the time during the past couple of years. Still have several wheels and new tires would make them practically as good as new. Of course I know, in a general way, the value of cycling, but want some actual experience by some one who has had the same trouble that I have had."

Will some member oblige him with advice?

Annual Century Run—Upwards of eighty cyclists participated in the twentieth annual spring century run of the C. R. C. A., New York Division. The riders were sent off in two divisions. The slow division, under the leadership of William Winqvist, was started at eight o'clock, from Columbia Circle, with sixty riders. The

260

fast division, led by L. P. Sattler, started with twenty riders at nine o'clock. The faster riders did not catch up with the slower ones till dinner time at East Islip. There was a good deal of delay over dinner owing to the very large number of riders. It required all the resources of two hotels to feed the party. One was reminded of the early days of cycling when combined runs were arranged and hotels were stumped to feed the crowds of hungry riders. The slow ones averaged twelve miles an hour up to dinner time and everyone completed the first half. The fast men averaged from 16 to 18 miles an hour. On the return trip the slow ones took the lead, but were quickly overtaken by the quick-speeds and the whole party rode home together, with a few stops for ice cream or for hot coffee. All but one rider completed the century. The next event to be run off by the C. R. C. Association will occur on Decoration Day, May 30. On that day the Association will run its annual 10-mile open handicap road race, and this time the famous Pelham Parkway course will be utilized. It has been decided to run the race in the afternoon at two o'clock, instead of in the morning, and permit has been issued by the park authorities for the use of the parkway at that time. Chairman A. R. Jacobson, of the road racing committee, is busy with plans for the contest and promises an exceptional list of prizes, among other things two motorcycles and some very unique novelty prizes.

The Newton Bicycle Club (Mass.) celebrated its 35th anniversary and sat down to its 227th dinner on Thursday, April 12th, at Marliaves restaurant. It was ladies' night and a full complement of the fair ones attended the feast. The Newton Club has a very creditable record for many accomplishments in the cycling world, and it claims a best on record for the number of banquets it has faced during its long and eventful life.

The Cycle Parts Association recently held a meeting in New York, and amongst the functions was included a "back to nature" luncheon. It certainly was informal; aprons and white caps were distributed to the guests, but knives, forks

and spoons were conspicuous by their absence. They had to feed with their hands, but the luncheon was of such a nature that the usual implements were not missed.

THOMAS W. DAVIS, VETERAN.

Died at Peoria, Ill., April 9, 1917, Thomas W. Davis, aged 90 years, 1 month, 7 days. He joined the L. A. W. July 3, 1891, and at the time of his death was a life member, holding number 390. He was born at Chester, England, March 2, 1828. It was not until he was 61 years of age that he began to ride the wheel and on his first ride he covered 23 miles. His first century run was made in 1891 at Chicago, when he joined a combined run which included 160 starters and he finished the 39th. On one wheel alone the veteran rode more than 35,000 miles, and, in the course of that riding, used up 16 tires, 11 on the rear wheel and five on the front. Singularly, too, he used the same saddle for more than 75,000 miles of riding. He always used rubber pedals, without toe clips, and rode with one pair 25,202 miles. As a cyclist he won international fame by his century riding and had more bars for this than possibly any other man living. Many of these were taken after he was far past the age where most men give up athletics. To the last he maintained this desire and finally abandoned the bicycle to use a tricycle, and when this became too difficult he had a specially constructed wheel so that another could do the work of pedaling while he coasted alongside. His other hobby was pigeons and as a raiser he had a high reputation, but he never made a practice of selling his pets. So infatuated was the old man with his wheel that the granite monument which marks the resting place of his wife, and which will also mark the grave of Mr. Davis, has carved upon it the outline of a bicycle. He has left instructions in his will that in addition to the date of his death, his mileage record be also shown on the stone. The last report that came to us of his record gave a total of 142,000 miles and he was still riding. We had the pleasure of meeting the veteran several times and we found him to be a very loveable man and a remarkable enthusiast for the wheel.

AMATEUR BICYCLE RECORD.

We publish, below, the bicycle records as they stand at the present time. We miss the familiar names of the old time speed makers, for to many of us old-timers the new names are of riders unknown. We remember in days of old that every table of records held the names of Hendee, Rowe, Windle, Zimmerman, Burnham, Sanger and others, all of whom we knew and admired. We do not doubt the new men are as worthy as the earlier ones, but the fact is forced upon us that amateur bicycle racing has gone down the cinder track of time, and will never come back to us.

Competition Records—Unpaced.

1-4 mile, 28 1-5 sec., D. McDougall, Vailsburg, May 30, 1913.

1-2 mile, 55 sec., D. McDougall, Vailsburg, July 15, 1914.

1 mile, 1, 55 3-5, J. B. Hume, Salt Lake City, July 28, 1906.

2 miles, 3, 51, Hal McCormack, Salt Lake City, Aug. 13, 1909.

3 miles, 5, 57 1-5, A. Carter, Ogden, Utah, Aug. 3, 1905.

5 miles, 10, 11 1-5, Edward Mayer, Salt Lake City, Aug. 12, 1909.

10 miles, 21, 23, J. P. Linley, New Haven, May 30, 1902.

15 miles, 35, 32, G. H. Cllett, New York City, May 30, 1900.

20 miles, 45, 40 2-5, E. Stauder, New Haven, Aug. 5, 1900.

25 miles, 1.00, 39, Edwd. W. Forrest, Vailsburg, July 28, 1901.

30 miles, 1.13, 36, J. P. Jacobson, New York City, Aug. 25, 1899.

40 miles, 1.39, 56 3-5, J. P. Jacobson, New York City, Aug. 25, 1899.

50 miles, 2.05, 00 4-5, J. P. Jacobson, New York City, Aug. 25, 1899.

75 miles, 3.30, 36 1-5, W. Torrence, New York City, Aug. 25, 1899.

30 miles, 1.13, 36, J. P. Jacobson, New York City, Aug.

100 miles, 4.57, 24 2-5, W. Torrence, New York City, Aug. 25, 1899.

Unpaced Against Time.

1-4 mile, 0.24, 45, A. Crebs, Saletair, Utah, Aug. 1, 1908.

1-2 mile, 0.53 1-5 mile, P. Lawrence, Salt Lake City, Aug. 8, 1908.

1 mile, 1.55, Parley Giles, Saltair, Utah, July 28, 1908.

2 mles, 4.09, Parley Giles, Ogden, Utah, July 8, 1908.

3 miles, 6.25 3-5, Parley Giles, Salt Lake City, Aug. 4, 1908.

4 miles, 8.51 2-5, Parley Giles, Ogden, Utah, Aug. 20, 1908.

5 miles, 11.00, Parley Giles Ogden, Utah, Aug. 20, 1908.

A glance at the records would seem to show that the speedy bicycle riders are located in the far west at the present time. One of the riders, Joseph P. Linley, who is given the record for 10 miles, above, was one of the best amateur racing cyclists in Connecticut during 1902-4. He died Feb. 20, 1917 at his home in Bridgeport, Conn.

The Bicycling World issued its annual Spring Number under date April 14. Among the illustrated articles are one by Quincy Kilby entitled "Journeying to Uncle Josh's," in which Quin tells of a ride which he and Charley Copeland took to the home of Denman Thompson at Swansey, N. H. Another article is by Abbot Bassett who tells about those delightful Ladies' North Shore Tours of 1885-88. Both articles appear in the "Veteran's Section," which section is occupied by Quin and Esstee only. Price ten cents of Bicycling World, 13 Park Row, New York City.

Paintings are never hung until after they have been executed.

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

I returned to New York City, from Florida, on April 8, and awoke the next morning to find 5 inches of snow on the ground. This was a great shock to me after two months in summer balminess. I had a glorious time at Palm Beach, for I was on my motorcycle for a great portion of the time. My longest ride was to Miami. I made the run, 77 miles, in a little less than three hours and used 3 gallons of gasoline. On my return trip I covered the distance in 2 hours and 18 minutes, which was pretty good going for "an old man." (We object! A man of 52 has no right to claim membership in the Old Men's Club. He should stay with the kids a few years more. Ed.) That item about me, which claimed me as a citizen of Indiana, is only one of many that I have heard from. Since I do not live in Indiana and have not recently been in that State, you must not take seriously the boastful statements attributed to me. I received a column notice in a Grand Rapids paper, with an alleged portrait of myself at the head. The picture was of an Italian about 18 years of age. Such is fame. The doctor tells me that I have been working too hard, that my blood pressure is high, and he has put me on a vegetable diet. (That doctor must have had an interest in the vegetable and onion trust. Ed.)

I hope things have been looking well with the L. A. W. and that renewals are coming in fast enough to satisfy all. I hope to be with you when the dinner bell rings for the banquet in September and to greet a large gathering. We should know one another and cultivate pleasant relations on all such joyous occasions. (We shall have vegetables, of course, but some of us may be able and willing to eat something else besides. Ed.)

The riding season is opening. I hope all members of the L. A. W. will improve it, and laying aside the cares of business will get out into the open and take a draft of fresh air from Nature's bountiful reservoirs.

Fraternally,

Milo M. Belding, Jr.,
President.

NOMINATING COMMITTEE.

Mr. Fred D. Irish, Somerville, Mass.

M. Alvah G. Fisher, New Haven, Conn.

Mr. Robert T. Kingsbury, Keene, N. H.

Gentlemen: You are hereby notified that, acting under the provisions of the Constitution, I have appointed you as a Committee, to make nominations for national officers to be voted for at the next Annual Election, and will ask the first named gentleman to act as Chairman and to communicate with the others as to matters of procedure.

Yours fraternally,

Milo M. Belding, Jr.,
President.

Statement of the ownership, management, circulation, etc., required by the Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for April 1, 1917, State of Mass., County of Middlesex.

Before me a Notary Public in and for the State and County aforesaid, personally appeared, Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, Newtonville.

Sworn to and subscribed before me this 31st day of March, 1917. John F. Payne, Notary Public. My commission expires Dec. 1, 1919.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

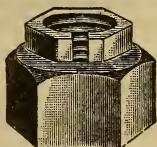
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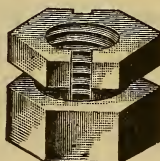
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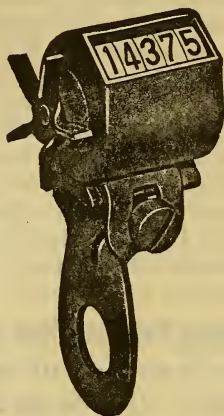
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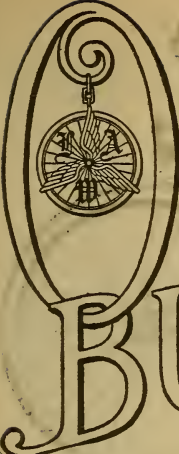
Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.

273



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

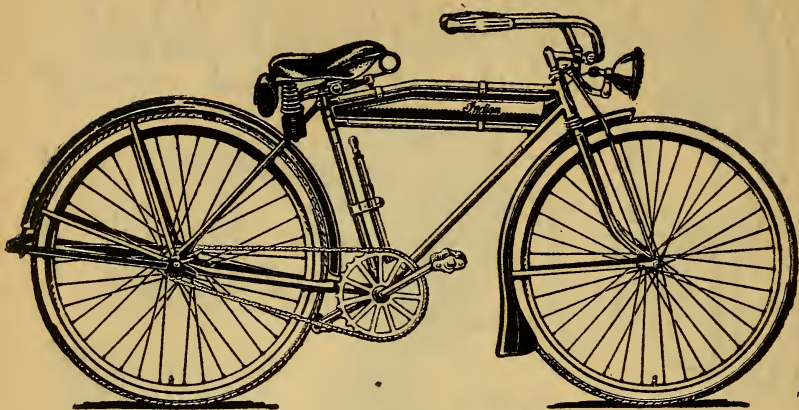
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JUNE, 1917

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OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

ADVERTISING RATES

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Vol. 15. No. 6

JUNE, 1917

5 Cents

WITH JUNE COME PERFECT DAYS.

The League having passed its 37th birthday we are now well on our way to the end of a fourth decade.

June gives us a distinctively Massachusetts holiday. The 17th is celebrated nowhere but in the Bay State.

The United States Government will receive bids on from one to 5,000 solo motorcycles and from one to 5,000 sidecar combinations at the General Depot of the Quartermaster Corps, 115-123 East Ontario Street, Chicago, June 13. The wheel is getting into the war.

American mothers have revived an old song, and they now sing their babies to sleep with, "Bye Baby Bunting."

"Strange that I should run across you down here!" said the "scorcher" to his prostrate victim.

It is with sincere regret that we say, "Good bye, till September, Mr. Oyster!"

When the days begin to lengthen, wheeling thoughts begin to strengthen.

A beautiful bicycle may be a peach, but a tandem is a pear.

The baseball's way behind this Spring, the cannon ball is now the thing.

Esstee will be a guest at the three-day automobile tour of the Nylaw, starting June 8. It will be the longest ride and undoubtedly the most pleasant of all the rides that he has taken.

In Massachusetts a motorcycle with a side-car attached and a bicycle with an auto wheel pusher have been classed and taxed as automobiles. The Legislature has now passed an act which classes them as motorcycles.

A front bicycle wheel, equipped with a suitable handle and a cyclometer, is now employed in a number of national forests of the West in measuring trails.

Henry Maunder of Painesville, O., began riding the bicycle when he was 76 years of age. He is still riding, although he has passed his 92d birthday, and has a record of 34,000 miles.

Dr. Jesse Green of West Chester, Pa., rode his bicycle daily until March of the present year, when he was forced to lay it aside. He will be 100 years old in December.

Our two oldest veterans have left us. Who stands next in line? We shall be very glad to hear from any member who can claim a record of eighty years. We have quite a few members in the seventies and we can well believe that we shall have to put one of these at the head of the age list. The high mark, so far as we know, is 76 years. Can any one over-top it.

Word has been received of the death of Wm. C. Thorne, formerly President of the Montgomery Ward Co. of Chicago. He was an old-time wheelman and in

the early eighties came into prominence as a crack road and track rider, and held many track records.

The nineteenth annual bicycle run to Mount Holly, N. J., from Philadelphia, was whirled on Sunday, May 13th.

It was a Cooper, not a cobbler, that made the Last of the Mohicans.

A horse has the advantage over a man in one respect, he's worth more after he's broke than before.

Herman L. Morse—Died at East Bridgewater, Mass., April 18, 1917, Herman L. Morse, who was born April 19, 1831, having just completed his 86th year. He joined the L. A. W. June 7, 1894. His riding record dates back to 1868, when he rode a velocipede, and he took to the bicycle very soon after it made its appearance in 1876. He was born in Ashland, N. H., but has resided in East Bridgewater 39 years, during 38 of which he was assistant foreman of the plant of the Carver Cotton Ginn Company. Mr. Morse always enjoyed the best of health and recently accompanied the high school pupils on a trip to Washington. He participated in the Wheel About the Hub during the last day of the 1916 tour and he was so delighted with this experience that he joined the Boston Bicycle Club and promised to "come again." He was always interested in what was going on and he had a large circle of friends. So far as we are advised Mr. Morse was the oldest rider of the wheel in the United States. Mr. T. W. Davis, of Peoria, Ill., outranked him with an age record of 90 years. Mr. Davis died April 9 and Mr. Morse, aged 86 years, died April 19. We have, for many years, held up to the view of our membership the remarkable records of these two veterans, and their leave takings came very near together.

Frank P. Share—Died April 12, 1917, Frank P. Share of Brooklyn, N. Y. He joined the L. A. W. Feb. 11, 1887, and held number 243. He was stricken with apo-

plexy at the dining table and died in three hours. He was very much interested in cycling affairs and a potent factor in carrying on the work of the League. He was a member of the Boston Bicycle Club and a frequent participator in its various functions.

The sixth of the Spring series of Weekly Point Races promoted by the New York Division of the Century Road Club Association was held on Sunday morning, May 13th, 1917, over the Pelham Parkway course, with Edwin Jensen coming in as a winner from a 15 seconds handicap mark after riding more than five miles of the six before catching the limit men. Jensen showed particularly good form for his first race since his recent trip to London and return on one of the Ammunition Boats, and even though he has practically been off a bicycle for six months, rode the six miles in the excellent time of 21 min., 15 sec.

Following the Point Race and under the leadership of Captain Mayer Cigal, twenty members lined up for two hours' drill and instructions in army maneuvers and foot work. Much progress was made in teaching the members the necessary steps and turns and other flank movements that were described by the Captain, and it is hoped that within a short time an efficient Cycle Corps shall have been established in the New York Division. The Captain next Sunday will appoint sub-officers who will give individual attention to the less efficient members, and from that time on, rapid strides are expected to be taken in improving the condition and other qualifications that may be found in the members to have them fit to enter with the Cycle Corps as an organization in the United States Army if deemed necessary.

The letter which was sent to the President, the Governor and the Mayor offering the services of the New York Division as a Cycle Corps if such services were required in the defence of our country were acknowledged, and in some cases referred to various Committees working on this propaganda, and the drilling that is now going on is but a part of the work that has been deemed

advisable by the officers of the New York Division in order to have its members qualify at the proper time.—Sylvain Segal.

The Rovers Cycle Club—The 31st annual dinner of the Rovers Cycle Club was held at the City Club, Boston, on the evening of April 28th. There were fifteen wheelmen present. The trustees reported a balance in the treasury of \$266.76. The following officers were elected:—President, Thomas H. Hall; Sec.-Treas., Byron G. Morgan; Captain, Harry E. Carter; Lieutenant, E. G. Wiswell. It is an annual custom of the club to decorate the graves of deceased members on Memorial Day, and the usual committee was appointed to carry out this very worthy object, headed by Edward Burbeck. An exhibition of old-time documents proved an exceedingly interesting feature of the evening's entertainment. These included a circular sent out to wheelmen inviting them to meet and form a bicycle club, dated March, 1886. There was also the original report of the first meeting which was held March 27, 1886. Also a letter acknowledging the receipt of the first list of applicants for membership in the L. A. W. This from Eugene M. Aaron, the Secretary-Editor of the L. A. W. The list contained five names, a majority of them no longer living and not one now connected with the club.

A committee was appointed to consider the question of two dinners a year, instead of one, and to consider also the question of making the extra meeting an occasion which should include ladies. The Rovers stand at the head of League Clubs and hold No. 1.

The Veteran Wheelmen's Association held a "Reunion Run" banquet at Hotel Adelphia, at Philadelphia, on April 19th. Memories of old bicycle days were recalled when representatives of twelve of the old-time bicycle clubs talked over their experiences awheel. The guests were Judge Joseph P. Rogers, ex-Congressman J. Washington Logue, Richard H. Kain, Harry C. Hochstadter, Thomas Hare and W. P. Hart. A group of Boy Scouts entered the banquet room on bicycles and gave an ex-

hibition of first aid work. Officers elected were: President, J. F. Neill; vice-president, W. L. Lockhart; secretary, Samuel C. Eaton, and treasurer, James Artman. In spite of the fact that the name of the hotel was against the idea the diners got their "Phil" of good things.

Michigan Paper—The street was alive with mosquitoes and fords."

Patriot's Day, April 19th, is distinctively a New England holiday. And yet they seem to know what it stands for in Pennsylvania. The wheelmen of Lebanon must have been reading Longfellow, for we find the following item in an exchange:—The Fifth Ward Bicycle Club, of Lebanon, Pa., paraded on April 19th, Paul Revere Day, in the afternoon. The bicycles were decorated with the national colors, and the club made a very effective showing.

Gus Hurray, the diminutive member of the Century Road Club Association, annexed first place in the nine-mile handicap road race of the Century Road Club of America, which was held May 8th over the Hudson County (N. J.), Boulevard course. Hurray, who had a handicap of three minutes, won in a pretty and timely sprint, there being plenty of daylight between himself and Louis Mahieu, of the Hudson County Wheelmen, who finished in second place. Hurray's time was 22 minutes. Something in a name, after all.

The annual meeting of the Canadian Wheelmen's Association was held at Toronto on April 19th. Although suspending the holding of its championship races for the present season, owing to the continuance of the war, the association decided to give every encouragement to the promotion of racing throughout the Dominion. The association decided to proceed with arrangements for a monster meet in Toronto this summer for the benefit of returned soldiers from the battlefields of France.

Treasurer Smith's report showed the treasury to be in

good financial condition, and \$50 was voted to purchase comforts for the C. W. A. racing men now on overseas service in the Canadian army.

The entire board of officers was re-elected for another year as follows: President, Alderman Louis Rubenstein, of Montreal; vice-president, Robert Falconer, Toronto; secretary, H. E. Richard, Toronto; treasurer, Jack Smith, Toronto; racing board chairman, F. A. O. Johnston, Toronto; membership committee, H. A. Marshall, Toronto; rules and regulations, J. W. Gibson, Weston, Ont.; transportation committee, W. Grainger, Montreal; publicity chairman, W. M. Gladish, Toronto.

The editor of the St. Louis Bicycle Club Bulletin has been compiling statistics:—"A bicycle, occupying 1 1-2 feet by 6 feet of street space, costing \$40, incapable of causing serious accidents, making no dirt, raising no dust and causing no wear to streets, pays a yearly license of \$1. A horse and buggy, occupying a space of 5 feet by 15 feet, costing \$300, littering up the streets and wearing out the streets, pays \$2. An automobile, occupying 5 feet by 12 feet, costing not less than \$350, raising a dust and wearing out the streets, pays \$2. Another example of our inconsistent taxing and licensing provisions.

Ed. (in auto)—This controls the brake. It is put on very quickly in case of an emergency.

Co-Ed.—I see, something like a kimono."

While he was talking about liberty the Kaiser might have quoted from Heine: "The English regard liberty as a wife, the French as a mistress, and the Germans as a grandmother."

The robin now will build his nest, but by and by he'll take a rest, and, rocked by every passing breeze, he'll be a robbin' cherry trees.

According to a report from the United States vice-consul at Frankfort-on-the-Main, some remarkable substitutes for rubber tires are used in Germany. Steel,

wire, leather, wood, prepared canvas and combinations of those materials used by cyclists. The first substitute to appear was made of steel wire three-sixteenths of an inch in diameter, made in a coil, the ends being welded. The tire, however, cut into the roads and rattled considerably when in use. Felt was introduced to reduce the rattle, but the cost was too high. Some success was attained with wooden tires, of which there were at least three different types. In some the tire was made of a single strip of wood, while sectional wooden tires have also disappeared. One made by the Continental Co., of Hanover, has 47 parts, 12 wooden sections, 12 tin plates, 12 screws, 10 connecting pins and one thumbscrew.

OFFER OF SERVICES.

New-York, May 7th, 1917.

To Honorable Woodrow Wilson, President,
United States of America,
Washington, D. C.

Dear Sir:—At a regular meeting of the New York Division of the Century Road Club Association, an organization composed of cyclists and incorporated in the State of New York, with the greater majority of members residing in New York City and Brooklyn, it was decided to offer our services as an organization, with a view to assisting the Government and our State and City in the preservation and defence of our country, in the state of war existing with the autocratic government which rules in the Empire of Germany.

Therefore, with this in mind, and on behalf of the members of our New York Division, we beg to offer our services as a Bicycle Squad for such performance of duties as may be seen fit to allot us.

Steps are now being taken towards the organizing of our members and drilling them in army manoeuvres and tactics.

Our activities during the year include Century Runs (100 miles in less than 14 hours); club races each Sunday morning; one, two and three day tours with an average of 100 miles per day, and kindred riding.

Amongst the membership are some who have established records between New York and Boston in 17 hours and 36 minutes; New York and Atlantic City in 8 hours; New York to Chicago and New York to St. Louis in seven and eleven days respectively; 300 miles in 25 hours and 30 minutes; 500 miles in 47 hours, and as many as six members have ridden 500 consecutive miles in less than 60 hours during the course of one single month.

On Sunday, April 8th, 1917, our 20th Annual Spring Century Run over the roads of Long Island brought out over 75 members and friends, of which more than sixty completed the 100 miles within twelve hours.

We shall feel honored to hear from you with respect to our offer of services and hope same may be of value. More than 175 members are on our lists, of which about 125 ride in New York and Brooklyn.

Sylvain Segal,
Centurion.

Attest: Max Halpern, Secretary.

Copies to Hon. Charles F. Whitman, Governor.

Hon. John Purroy Mitchell, Mayor.

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

It is quite a new thing for me to have a monthly talk with "the boys" and believe me I enjoy it. It is always a great advantage to talk to an audience that cannot talk back and dispute your arguments. Our good friend Esstee did a little bit of talking back last month, but it augmented rather than detracted from my line of thought. Esstee has full permission to ride tandem with me when I propel the pen. There is one thing uppermost in the minds of men at the present time, and that is "How shall I spend my vacation?" Thousands of people are now planning their vacations. With many these are only fortnight cases in a desert of work, stretching back a whole year. This two weeks ought to be so filled with brightness and light, with wholesome pleasure, as to cast a glory far into the future. Others are fortunate enough to have three or four months of entire change.

Holidays are hollow days, and vacation is vacancy. It requires wisdom and forethought to make the best of such opportunities. The weary old lady who had spent a long life in housework thought her ideal of heaven was to lie on a fleecy cloud and sleep for half an eternity. Rest is needful, of course, and sleep for the sleepless is a benison. Those who have no time during a good part of the year for reading can store up an immense amount of entertainment if they get hold of the right kinds of books. For those that have to be closely confined the out-of-door life—walking, driving, boating—is to be recommended. For the musician there should be a complete deafness to all bands, orchestras, choruses and solo singer. The depths of the primeval wilderness, forests where ever the hermit thrush is a stranger, should be chosen. Not even a brook should suggest music. And if a vacation should be spent in doing the unusual, why should not those who have forsaken the wheel take it out for a spin in vacation time? The “leafy month of June” invites you to ride and to inhale the pure air of the open country. I am hoping to go on an automobile tour with the Nylaw members this month. From New York City, June 8, to Springfield; June 9, over the Mohawk trail and through the Berkshires to Albany; June 10, down the east shore of the Hudson to New York City. Beautiful scenery and delightful companionship will make it an ideal trip.

Did your membership expire in April or May? Have you renewed it? I hope so.

Let me remind you once more that the L. A. W. banquet takes place in Boston on Sept. 13. Make a note of it.

I am, Fraternally yours,

Milo M. Belding, Jr.,
President.

NOMINATIONS FOR OFFICE.

The Nominating Committee, having attended to its work, begs leave to report and recommends a list of can-

didates for the various offices to be filled at the coming election.

Milo M. Belding, Jr., we recommend for a second term as President. He joined the L. A. W. Sept. 10, 1883, and holds number 106. He ranks as a Pioneer. Residence New York City.

Elmer G. Whitney, of Dover, N. H., we recommend for First Vice President. He joined the L. A. W. Nov. 3, 1882, and holds number 55. He ranks as a Pioneer.

Wm. M. Frisbie, Ozone Park, N. Y., we recommend for Second Vice President. He joined the L. A. W. June 26, 1880, and holds number 6. He ranks as a Pioneer.

We present the above ticket for executive officers with the belief that the three members who have been with us very many years, and each one with the rank of Pioneer, will commend the list to the membership.

Augustus Nickerson, Milton, Mass., a certified accountant, we recommend for re-election as Auditor. He joined the L. A. W. Sept. 13, 1907, and holds number 926.

Ballots will be sent out from the Secretary's office on August 1 and may be voted and returned by mail or may be voted at the meeting of the National Assembly, Sept. 13th.

Fraternally,

Fred D. Irish, Somerville, Mass.,

Chairman.

Alvah G. Fisher, New Haven, Conn.

Robert T. Kingsbury, Keene, N. H.

Which is the twistiest road in England? According to the legend it ought to be in Lincolnshire, for it is on record that when the roads in that county were first made, a certain heiress promised a kiss to her steward for every turn he made in them. There may not have been the same inducement held out to the individual who planned the road from Bishop's Stortford to Ware, but it strikes me that for weird twists and turns this road would be hard to beat—at any rate in the home counties.
—C. T. C. Gazette.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

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The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1916-17

President, Milo M. Belding, Jr., N. Y. Athletic Club, New York City; 1st Vice President, Theodore F. Merseles, Jersey City, N. J.; 2nd Vice President, Elmore G. Whitney, Dover, N. H.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass., Auditor, Augustus Nickerson, Milton, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

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ABBOT BASSETT, Secretary-Treasurer

105 Central Ave., Newtonville, Mass.

Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

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To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

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Hartford, Conn.

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219



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

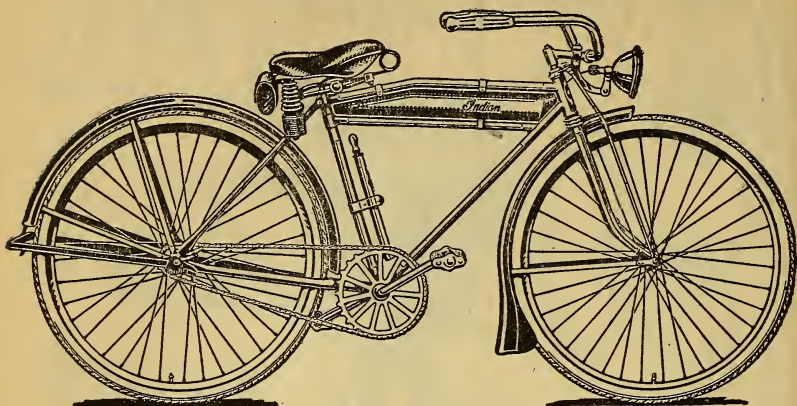
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For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

Indian Bicycle

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

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Vol. 15. No. 7

JULY, 1917

5 Cents

THE YEAR HALF GONE.

July turns the corner of the year and 1917 is half gone.

If it hadn't been for the Fourth of July, the people of this country never could have kept their patriotism at such high pressure through all the years that have elapsed since our forefathers turned the spotlight on that date on the calendar. Even at that the day might have remained a great deal safer and saner if the Chinese hadn't gone to sending over firecrackers that made a noise like a cannon heaving its compliments at a foe. Since then crackers have been deemed as necessary for the Fourth of July as for an oyster stew.

Vacation days are with us and blueberries are ready for picking.

Congratulations to ex-President Obermayer and wife. They celebrated their Silver Wedding on June 16th.

In response to our suggestion for a search after the oldest member of the L. A. W., we have two claimants. Jarvis C. Howard, of New Rochelle, N. Y., was born March 8, 1840—77 years. Chas. W. Reed, of Boston, was born in 1841—76 years.

Twenty-five years ago Sterling Elliott brought out the

pneumatic sulky. It revolutionized trotting and no other kind is in use today. And yet it didn't make Elliott a millionaire.

Are you making plans for the Wheel About the Hub. It starts Sept. 14 at the usual place. The League banquet will be eaten on the evening of Sept. 13, and the same evening will be held the annual election of officers.

President Belding has taken Liberty Bonds to the value of a million dollars.

The old-fashioned Fourth is passing. The crackers, the torpedoes, the oratory, aren't nearly so fierce and alarming as of yore. A good many of the younger generation hardly know what the day is for, except that it is favorite day for playing off double-header baseball games.

When the new war tax starts in operation about everything that travels on wheels, with the exception of the bicycle, will be taxed to help finance the war with Germany. The trade, however, does not miss the tax entirely, because the tax bill includes a five per cent direct factory tax on bicycle tires.

Seven bicycle factories have signed an agreement not to support bicycle racing, nor supply machines gratis to racing men.

July 12 the Newton Bi Club will hold its annual clam bake at Revere Beach. Roller coasting after the eats.

One of our lady members asks about the Lincoln Highway and where it begins and ends. Ans.—It is a road, the longest in the world, connecting 12 states and running between New York and San Francisco as directly as possible, consistent with the topography of the country. It is about 3,280 miles long but it is being gradually shortened by improvements and the elimination of curves.

THE NYLAW TRI-STATE TOUR.

This is the Tale of a Tour that Esstee took, under the wing and over the wheels of the Nylaw. The Nylaw is organized to promote good fellowship on the wheel and at the table, Tours and Dinners. Any one is eligible to membership if he has at any time held office in the New York Division of the L. A. W., and as long as he retains membership in the L. A. W. The League baby, in fact. This was the annual tour of the baby. The man who travels for instruction should walk. He who travels for what the world calls pleasure, should ride. The bicycle gives to us outdoor exercise, a great medicine easy to take. The automobile is the half-way creation between feet and wings. And so the tourists took flight in autos.

It is for Esstee to tell the tale.

The dates, June 8, 9 and 10.

Two autos loaned and commanded by Chas. J. Obermayer and Walter M. Meserole.

Participants—John Kelley, Chas. J. Obermayer, Walter M. Meserole, Wm. M. Frisbie, Prof. Walter W. Share, Jarvis C. Howard, Wm. M. Thomas, A. J. Peters, and Abbot Bassett. Also two Chauffeurs who worked their passage.

The start was made from somewhere in New York City at 9 A. M. on June 8.

The day blew neither hot nor cold and proved to be one of those "rare days in June" which were decidedly rare in the June of 1917.

The route took us over Harlem river and to New Rochelle (celebrated as the place where the parents of Peter Faneuil located when they came to America from Rochelle, France, after the edict of Nantes in 1598), then to Larchmont, Port Chester and across the line to Greenwich, Conn., Cos Cob, Stamford, Norwalk. The route continued over the old Boston post road. Good surface sandpapered to perfection. The fields were dressed in brightest green. Nature was smiling at us. It has been said that Spring pours Summer smiles, Autumn turns the leaves, and Winter gives us the drift of it all. Crows filled the air at times.

This is the bird that never complains without caws. Soon we came to Bridgeport, where they were making munitions to destroy the Kaiser. Here also is located the factory where ex-President Atwater is making Lock Nuts that never get loose. (See Advt.) Milford came next, and also came trouble. We wanted to cross a bridge. The draw was open and refused to close. Long lines of autos waiting. The bridge men hoped to close it in two hours. We called it a draw game and made a detour (the first of many) and went northward to another bridge which crossed the river to Shotley, and gave us a route through Derby and Birmingham to New Haven. At New Haven is located a college where young men are taught the best method to defeat Harvard. After an undergraduate course the young men (some of them) are sent to Harvard to be made ministers of at "Little Eli." Lunch at Mellonines restaurant.

From the home of Yale we went to North Haven, Meriden, Berlin (not the one most in our minds just now). It was about here that we were impressed with the idea that the main crops of Connecticut are Dandelions and Tobacco. The lawns were carpeetd with the yellow dandelion blossoms spread so plentifully that we could hardly see the green underneath. A golden carpet not made to tread upon. We saw them planting tobacco. A horse propelled vehicle carried small plants, which a man seated on a drop seat behind, put into the furrows. Good for fillers, not the best wrappers. Later the crop will bring solace to those who chews.

Next we drove into Hartford where the best of all cyclometers is made. (The Veeder. See Advt.) Here also we were wont to come in the old days to race on bicycles. At Hartford we were pelted by a thunder storm, which spent its fury in twenty minutes. It blew down a great tree which blocked the road later on, but a kindly disposed gentleman allowed us to get by over his velvety lawn. Northward now along the Connecticut. Repairs on the road sent us across the river to Windsor Locks. Another detour. We very often had to be men of "detourmination." We arrived safely in Springfield, Mass., the place where bicycle speed-merchants used to test their powers. Also the

place where the Hendee bicycle is made. (See Advt.) Cyclometer 159 miles. Hotel Worthy for the night.

June 9. Every man reported for duty. At breakfast we talked dietetics. Howard advised a diet of prunes. A prune is a plum that has seen better days and is now badly wrinkled yet well preserved. Howard eats seven every morning. If eight are placed before him he throws one of them out of the window.

Off at 9 A. M. West Springfield, Westfield, Woronoco, Huntington, Bonny Ridge. We are in the Berkshires, and at the foot of Jacob's Ladder. It would seem that Jacob did not pull it up after he had ascended to Heaven. We are about to go where angel feet have trod. Upward we climb on our way to the stars. We didn't hanker for a bicycle, just yet. The road was a symphony in Tarvia and we never had to stop to catch our breath. When we got to the top we had a view that was most enchanting. The broad acres of green fields lay stretched out before us like a panorama. Beautiful as a picture it held our gaze for quite a while. Fit for an artist's pencil. Very many tourists stood by the wayside to drink in the view.

But what goes up must come down. Very few of our party would have rejected a bicycle at this point, and every one would have put the brake to a severe test before mounting. A long coast is a cyclist's delight.

Our route now took us through Nabobville. The place where the nabobs vacationize in the fall to see the brilliantly colored foliage, Lee, Lenox, Pittsfield, Shaker Village, New Lebanon (N. Y.), Nassau, Albany for lunch and the night. Cyclometer 253 miles. For rest at Hampton House.

On the road we had passed three inns with names of friendly greeting—"Jump Inn," "Peek Inn," "Tumble Inn." Fine combinations. A designation and an invitation in one. We looked for a "Dew Drop Inn," or a "Scramble Inn for an Egg," but all in vain. They tell us that a hotel is a place where a guest often gives up good dollars for poor quarters, and that at an inn we tip the waiter and thus pay the wages for another man's help.

In the afternoon a ramble about Albany. Some of the

boys went over and sat on the banks of the Hudson. They had heard that the day was the anniversary of Fulton's first steamboat voyage up the Hudson, June 8, 1807, and they hoped to see his ghost repeating the trip. A very jolly dinner in the evening and a flow of spirits evolved by delightful companionship. "It is a good thing to unbend," says Horace, and the party took his advice.

June 10. Sunday. Raining. . Autos defy the storm and our trip homewards was not delayed. As a Winter, this Summer has been oversubscribed. Quoted.)

We leave Albany with many pleasant memories and start down the Hudson river country, we were going to say "valley," but we didn't find any valley. Esstee expected to ride along a road close to the Hudson, and near enough for him to throw stones into the river. All a delusion. The road runs on a high bank far away from the river and we didn't get more than a peek at the flowing tide till we got to Peekskill. Some of the way we were eight miles back of the river. We confined our looking to the green grass and things. In succession Rensselaer, Valatie, Kinderhook, Hudson, Blue Stores, where all the buildings are painted a cerulean hue, Rhinecliffe, Hyde Park, to Poughkeepsie. The latter is especially noted as the residence of Judge Cossum and H. W. Bullard. It is also noted as the place where Matthew Vassar built a college for girls and put no closets in the rooms, for, said he, "Drive up a couple of nails, one for a Sunday dress and the other for an every-day dress." Gee! but he didn't know girls. We didn't see the college nor the distinguished gentlemen, but we had a good dinner at the Nelson House. Cyclometer, 327 miles. The rain departed while we fed.

Just out of Poughkeepsie came a "burst of thunder sound." It was a "burst" tire on Capt. Meserole's auto. No wonder, for he carried the fattest and heaviest men of the party. We loafers sat by the side of the road while the chauffeurs worked on the tire. There's comfort in the air that stays within the tire, and yet the air that's everywhere is what we most require. In this case the air moved out of the tire on account of the rent. Meserole will now sell the old tire at cut rates. The tire on again, we're off again.

297

Later, on the tour, we came very near being run into and wrecked by that very common nuisance—the small boy who wants to drive and the indulgent father who lets him. The road was lined with autos. The boy left the line where he should have stayed and came straight for us. Our helmsman saved us by running on to the side walk. Frisbie, who was on the front seat, gave the boy a talking to that he will never forget, nor will his father forget it. It was emphatic and to the point.

After Poughkeepsie we pushed through Wappinger's Falls, Peekskill, where we got a peek at the river. The city is noted as the residence of several old-timers of the L. A. W., but they didn't know that we were passing by. Then to Ossining where stands the State Prison; but the prison was way over by the river and we didn't care to commit ourselves. Then came a long detour on account of road repairs. "The wicked flee when no man pursueth," but a road under repair stops them both. We wanted very much to tarry at Tarrytown and see Sunnyside, the home of Washington Irving; his grave at Sleepy Hollow, the bridge of the Headless Horseman, and the monument on the spot where Andre was captured, but fate and repairs sent us over a back road, through Briar Cliff, Valley Road and along Saw Mill River and Ardsley to Dobb's Ferry, Hastings and Yonkers. We guessed at the height of the Palisades across the river. One said a thousand feet and another 300 feet. The books tell us that they rise from 200 to 500 feet and in one instance a high peak reaches 802 feet. Eight miles of the big rocks are in New Jersey, and 2 miles in New York. Now we come to Yonkers and enter Broadway, the road to New York City. We pass the home of Andrew Carnegie, Henry C. Frick and the tabernacle of Billy Sunday, but we stop at neither place. We rode by Columbus Circle at the entrance of Central Park. Here was enacted an incident that has an important place in cycling history. In the early days of cycling Central Park was closed to the bicycle. The wheelmen made a test case of the prohibition and brought the matter for decision in the courts. July 2, 1881, the day that President Garfield was assassinated, three wheelmen, all League members,

rode around the circle which was claimed to be a part of Central Park, and were arrested. They were, Wm. M. Wright, Samuel Conant Foster and H. H. Walker. The case was carried to the highest court by Col. Albert A. Pope, who paid the bills (\$8,000), and the wheelmen lost. Later the L. A. W. fought the case in the Legislature and won. I. B. Potter, Esq., tried the case for us. Good old Ike Potter. He is at Riverside, Cal., now, where oranges and grape fruit are cheap, where a cold winter is a thing unknown and where the bicycle can be ridden all the year round. The Legislative Act was called The Liberty Bill. It ante-dated the Liberty Bond.

We have ridden hills in our day, but never saw we such hills nor so many of them in line as we had to climb and coast on the lower Hudson valley. It was a regular roller-coaster country. Up and down we went,—well, we didn't count them. We can imagine that in bicycle days the boys got enough momentum on one hill to coast up the next one. When near New York City we struck a procession of automobiles that we did not afterwards get away from. As far as the eye could reach on every side was to be seen an endless procession of autos moving slowly to get somewhere. Those who would ride for pleasure must get out of the big cities.

The Nylaw tour was one constant success of delightful experiences. On the road and at table there was something doing all the time. It was an unbending and a giving forth all the time. We wish we could find an auto big enough to take in the whole membership and ride again over the same route.

On the road we saw by the wayside very many signs which requested chauffeurs to "Drive Slow." In Boston we saw "Drive Slowly," which we think better advice than the other, and less likely to offend the shades of Lindley Murray.

The cyclometer at the close of the tour registered 414 miles.

May 26 was bicycle day at Riverside, Cal. There was a grand parade. The prize for the best appearing gentleman

249
rider was won by Edward P. Burnham, formerly of Newton, Mass. A local paper says:—

“Burnham carried a lot of medals on his coat, representing championships of days gone by of national prominence. He was at one time the ten-mile champion of the world, an honor that was won against many contenders. He continues to be the world champion for one mile on a tricycle.

“Burnham began riding in 1868 and has continued most of the time since. He now rides in an automobile for pleasure and a bicycle for fun. He has not thrown the machine of his early achievements into the discard, however, which is an old Victor high wheel machine and he rode it in the parade yesterday afternoon.”

Mr. Burnham is now a brick maker and cement contractor at Hemet, Cal., on the side of the San Jacinto mountain.

Captain Walter Grenda, of Newark, N. J., succeeded in riding a high wheel, of the vintage of 1888, on a century ride to Princeton and return with his club on Sunday, May 13. Grenda accomplished the ride to Princeton in 5 hours and 15 minutes and the return journey in 5 hours and 30 minutes.

The 19th annual run of the Hardly Able Cyclists, of Philadelphia, to Mount Holly, N. J., and return was pulled off on May 13th, and was a great success. Seven riders on bicycles participated. Lockhart, Wright, Dallan, Yorke, Cunningham, Penney, Penney Jr. The day was fine but very windy. Sweaters in order.

Opposite the Tavern at Mansfield, Mass., is a beautiful park laid out by Walter M. Lowney. The Tavern is the place where wheelmen try to sleep on the first night of the Wheelabout. Mr. Lowney has presented the park to the town. Beyond the park is a very noisy railroad junction. Will Mr. Lowney present the junction to the town and require them to take it away? Then would not the sleep of the innocents be disturbed.

Shall we merrily on by the foot-path way? Yes, if there is one. In the New York Times, a correspondent urges those who like to walk on the public highway ("free and content, I travel the open road") to refuse to vote for any more money to build roads for automobiles until provision is made by law for a clear footpath along the side of such roads. Inasmuch as there are more people who do not possess automobiles than those who have them, it is assumed that the walkers can get this concession if they demand it. It is probable that they can. It is certain that provision for a foot-path way should be made on every road is important enough to be thoroughly improved otherwise. It is an uncivilized thing to put the pedestrian upon a roadway from which he is driven every two or three minutes. There is neither pleasure nor safety in such walking as that. And yet there are in New England hundreds of miles of "State road" in which the macadamized or otherwise paved roadway extends clear to deep grass or trees or bushes on either side, and where the pedestrian is obliged to walk on the wheelway if he wants to walk at all. Why should there be a State road unless the State makes provision for the people to go upon it? A narrow raised pathway would be enough, and the voting body should not content itself with less.

The question arises, what effect will the war have on cycling? It certainly has enhanced the value of the bicycle from a utility point of view, and, owing to straightened circumstances, as the result of the war, many people have been compelled to lay aside their motor cars. A proportion of them will, no doubt, return to the bicycle. In the first instance probably from a utility point of view and afterwards so that they may be in a position to continue their re-creative rambles through the country when time permits of it. There is another factor also which is worth consideration. We have become more democratic. The war has brought people of every rank together, and in our opinion there will not be so much snobbishness in future, so that the fact that the bicycle is used so largely by workpeople

will lose its effect on the more well-to-do. The health point of view is another consideration. Open air and exercise are essential, and there is no way in which they may be more advantageously secured than by the use of the bicycle.—Irish Cyclist.

Milo M. Belding, Senior—Died May 23, 1917, Milo M. Belding, Senior, of New York, aged 84 years. He was the second son of Hiram Belding, and with his three brothers, David W., born 1832; Hiram H., born 1835; Alvah N., born 1838; constituted the firm of Belding Bros. & Co.

Milo M. was born at Ashfield, Mass., April 3, 1833, in a farmhouse built in 1800 by his grandfather, John Belding. Hiram, the father, removed to Michigan in 1855 and settled at Patterson's Mills, which is now the site of the flourishing town of Belding, Mich. The four brothers were, early in life, interested in selling silk, peddling the same from door to door in summer and attending school in winter. The peddling of silk grew to large proportions and in 1863 the firm of Belding Bros. & Co. was formed. Milo M. became senior partner of the firm and later when the firm was incorporated he was chosen President, a position which he occupied till 1899 when he was succeeded by his son, Milo M. Belding, Jr., the present President of the L. A. W. The company has mills at Belding, Mich.; Northampton, Mass.; Rockville, Conn., and Montreal. Mr. Belding married April 1, 1857, Miss Emily Leonard at South Ashfield, Mass., and leaves one son, Milo M. Belding, Jr. His wife died several years ago. He was a man of sterling integrity, of remarkable physique and mental energy and great business ability. Father and son were congenial and companionable through all their life together. They were like chums of boyhood, one going down the other looking up and both keeping an interest in what the other was doing. The loss was a great blow to our President and we bespeak for him the heartfelt sympathy of the membership of the L. A. W. He has been an earnest worker in our cause and has given his genial presence to very many of our social and business gatherings.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

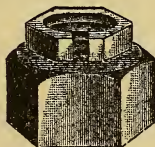
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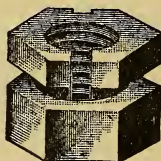
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308

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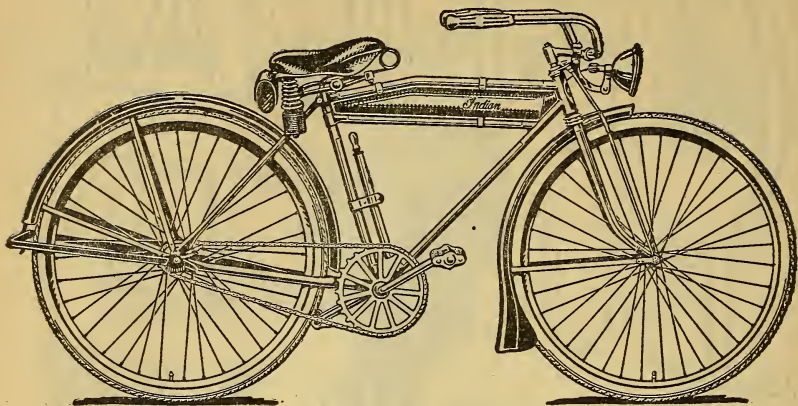
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AUGUST, 1917

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BEGIN AT THIS PAGE.

August presents one more opportunity for the weather bureau to give us warm weather, but the past does not lead us to hope for better things in the present.

We are to have an "underground" full moon on August 3rd.

About now beware of the "dog-star" Sirius. The Romans looked upon him as being of evil omen, and although he is said to be one hundred and twenty-three billion of miles from the earth, they blamed him for making it hot for them during the so-called "dog-days."

Nature's laws always move in a circle. Corn is fed to cattle; from cattle we get leather; of leather we make boots; from boots we get corns.

The annual banquet of the L. A. W. is the only time when we get together. We hope for a good turn out at the annual banquet on Sept. 13th.

The Bicycle Show is to be set aside. It has been decided to hold no show in either New York or Chicago this year.

Jack Prince is going to build the King of Tracks at Salt Lake City.

Asked to define the word "deficit," a youngster replied: "It's what you got when you haven't got as much as if you just had nothin'."

Make a note of it! The annual banquet, Sept. 13. A good eat and a good time. Come.

"My dear, our automobile looks so cheap beside the one our neighbors have. We ought to get the latest make."

"I know we ought, but this is the only house I have to mortgage."—Baltimore American.

In warm weather set your pace by the thermometer; never mind your cyclometer.

The bicycle is really nothing new to the man who has ridden it century after century.

Roads filled with nails, tacks and the like are hardware on the tire.

It is easy enough to settle down by the sea during the hot spell, but sometimes it is very hard to settle up.

A new plan in message delivery is being arranged for October 13th. A motorcycle rider will receive a message from President Wilson on the morning of Saturday, October 13, and will then ride to the Aviation Field in Washington, where he and his mount will be taken aboard an army aeroplane. The aircraft will carry the courier and his machine to Governors Island, from which point the journey will be continued by boat to the Battery, New York City. At the Battery the courier will be met by an escort of motorcyclists who will accompany him to the Hotel Majestic. There Governor Whitman will receive the President's message. As soon as the message is received it will be wig-wagged from the roof of the hotel by

U. S. Signal Corps men as a signal for a sham battle to begin in Central Park across the street from the Majestic.

A British farmer let it be known that he had 20,000 pounds of potatoes to sell in seven-pound lots and practically the whole ten tons were carted away on luggage carriers and in sidecars by buyers who rushed to his farm in Farnborough.

After much careful preparation, three young ladies of Vancouver, B. C., started on Wednesday, June 20, on a cycle tour from Canada to Mexico. They expect to be occupied until August or September with their 1,800 mile trip through the states of the Pacific Coast, during which they hope to be independent of all hotels. Each of the ladies carries a complete camping outfit, including a silk tent and cooking utensils, and they are performing the usual stunt of selling photographs and postcards. The three ladies are Mrs. H. B. Skidmore, Mrs. Grady and Miss Grady.

Among engagements announced on Harvard Class Day was that of Miss Henrietta Atwater, the daughter of Mr. and Mrs. Fred Atwater of Bridgeport, Conn., to Joel A. Goldthwait, the son of Dr. and Mrs. Joel E. Goldthwait of Boston. Miss Atwater is a member of the class of 1919 at Smith College. Mr. Goldthwait, who is a Harvard, 1917, man, spent last summer with Battery A at El Paso, and is now qualifying in the Reserve Officers' Corps at Plattsburg for a commission in the artillery. Fred Atwater, the father of the young lady, was President of the L. A. W. in 1910-1911.

"You don't meet interesting people when you give so much time to motoring."

"That's where you are wrong," replied Mr. Chuggins. "My little gas wagon has been the means of meeting some of the most interesting traffic policemen imaginable."

It is not generally known that Lord Northcliffe, the great English newspaper magnate, who recently arrived in this country to head the British war mission, got his first start up the ladder of fame as editor of a bicycle trade paper back in the early 80's, when he was just plain Alfred Charles Harmsworth, a struggling journalist.

The paper was the (English) *Bicycling News*, established Jan. 14, 1876, the oldest cycling paper in the world and still healthy and vigorous. *Bicycle News* at that time had come under the ownership of Messrs. Iliffe and Sturmev, the well-known trade-paper publishing concern, which was already conducting three other cycling journals. In casting about for a new editor, young Harmsworth was chosen to hold down the job, and he drew the princely salary of \$12.50 per week.

According to Henry Sturmev, the veteran writer, editor and publisher, who has written entertainingly of the early history of *Bicycling News*, in his recent fortieth anniversary number, Harmsworth was a keen and intensive journalist. He put his heart and soul into everything he did, and set out to build up the paper and increase its circulation. He certainly had the forte of appealing to the cycling public, for within a few months he had raised the circulation from about 5,000 copies per week to over 16,000, and as *The Cyclist*, the strongest paper at that time, never exceeded 10,000 weekly, it was manifest that with *Bicycling News* he was tapping a new public.

Competition was very keen in those early days, there being a half dozen or more cycle trade publications struggling for existence, and Harmsworth's success gave early promise of his brilliant future. When the paper had reached the zenith of its popularity, he left the trade paper field and started *Answers*, then a striking innovation in popular journalism, which formed the foundation of his subsequent achievements in the newspaper and magazine publishing field.—*Bicycle News*.

War is going to get some of all of us and all of some of us, but we must see that it doesn't get all of all of us.

RECORDS.

Alan T. Bedell has established a transcontinental record. Starting from Los Angeles, Calif., on Tuesday, June 5, and riding a motorcycle, he averaged 426 miles a day for seven and a half days. Total distance, 3,296 miles. Time, 7 days, 16 hours, 16 min. His course included Santa Fe, Kansas City, St. Louis, Indianapolis, Pittsburgh, Philadelphia, New York City. Riding time, 127 hours, 46 min. Average speed 25.8 miles per hour. Reached New York June 13 at 6.16 p. m. His stated purpose was the delivery of a message to General Bell, at Governor's Island, New York.

Arthur Spencer is the new champion sprint cyclist of America. The young Toronto, Canada, rider earned the right to the title by taking the two-mile national championship, the fifth of a series of six races at the Velodrome, Newark, N. J., Sunday afternoon, July 1. Spencer met Alfred Goulet, the Australian, in the final to decide first and second places, and he won in a bitter battle in the last lap. Frank Kramer, who has held the title since 1901, defeated Willie Spencer, the new champion's brother, for third money.

Erwin G. Baker, on June 17, riding an Indian motorcycle, made a 24-hour record of 1386 1-4 miles, on the two-mile speedway at Cincinnati, Ohio. Other records were 1000 miles in 17 hours, 26 1-2 min.; 702 miles in 12 hours; 500 miles in 8 hours, 38 min., 30 sec. All of the above surpassed existing records. The young man is called Cannon-Ball Baker by his friends, which term of endearment we used to offer Eddie C. Bald.

Side Car Record—Lieut. E. L. Hoffman of U. S. A. Aviation Corps, and James Urquhart drove an Indian motorcycle with side car attached over 963-6 miles in 24 hours at El Centro, Calif., June 8-9. Net average, 43.68 miles per hour. Temperature, 75 to 150 degrees above zero. With a desert heat that never fell below 75 degrees

at night and reached 150 degrees for hours in midday, the Indian riders maintained the phenomenal average of 43.68 miles an hour, breaking all long distance records for any type of air-cooled motor vehicle. They also broke the previous record, also held by Indian, by 167 miles. Every previous 24-hour sidecar record run has been held under ideal climatic conditions compared with the merciless curtain of sunfire which rained down on Hoffman and Urquhart throughout the daylight hours of their brilliant dash. But their motor, a strictly Powerplus, never once faltered during the terrific test, and in the last hour showed a speed of 65 miles.

OUR OLDEST MEMBERS.

In our search for the oldest member of the L. A. W., we have discovered the following:—Jarvis C. Howard, New Rochelle, N. Y. Born March 8, 1840—77 years, 5 mos., 23 days.

James Ward, Pascoag, R. I. Born March 14, 1840—77 years, 5 mos., 17 days.

Alfred B. Hodge, Taunton, Mass. Born August —, 1840—77 years.

Chas. W. Reed, Boston, Mass. Born 1841—76 years.

CHARLES F. COSSUM.

Just as we go to press there comes to us the astounding news that Charles F. Cossum, of Poughkeepsie, N. Y., has made an attempt upon his life which will lead to serious consequences if not an end to his life. His friends say that he was suffering from appendicitis and that he feared to undergo an operation. At 3.40 a. m. on Saturday, July 16, a policeman was passing in front of the building in which was Mr. Crossum's office when he heard a shot from a revolver. He procured help and went up to the door of Mr. Cossum's room, from which direction they heard a voice exclaim, "My God! I am blind!"

The door was forced, and Mr. Cossum was found lying on the floor, his head on a pillow and the 32 calibre re-

volver in his hand. Policeman McLaughlin took the revolver, and Mr. Cossum said, "Why did I fire so low?" He pointed to his temple. "I wanted to die."

At first he could see a little, for as the officer offered him his straw hat, he said, "No, I'll wear my cap." He was able to stand, and with a little assistance put on his coat and walked between the policeman and the watchman to the ambulance which had been summoned. He was at once taken to Vassar Hospital.

Before shooting himself Mr. Cossum wrote a note to Mr. Drake and left it on his desk. He left with Mr. Drake his will and some other private papers.

On Friday night he played cards with a party of friends in his office and his friends went away about midnight. It is assumed that it was after this that Mr. Cossum arranged his affairs and prepared to take his life. All of his personal affairs were arranged in a careful manner.

Policeman McLaughlin says that after he entered Mr. Cossum's office Mr. Cossum pulled the trigger of his revolver two or three times. There had been but two bullets in the pistol.

"My God! I made a poor job of it; I'm blind!" he exclaimed as the pistol was wrested from him.

Further examination showed that it was only due to two things that Mr. Cossum did not kill himself outright. The first was that the revolver contained but two shells and the other was that the second had missed fire. This might have been exploded but for the timely arrival of Patrolman McLaughlin, who grabbed the revolver from the man. Afterward, at the hospital, Mr. Cossum expressed a desire to die. Dr. W. G. Dobson, of the hospital staff, at first expressed the belief that Mr. Cossum's eyesight was destroyed.

City Clerk Oscar Cossum, Mr. Cossum's brother, and Miss Caroline Cossum, commissioner of education, his sister, were at Mr. Cossum's bedside Saturday afternoon.

Mr. Cossum was one of the best beloved of our L. A. W. members. He joined the L. A. W. in 1883. He was First Vice-President in 1896 and was for many years our legal

adviser. We shall hope to give more cheering news of his condition in our next issue.

Moreover, when the piping times of peace recur, I believe there is a real chance for a motor-cycle with three wheels in single form, even if only for men past their prime in the matter of agility. The early motor-tricycles had supreme value as instruments of exceptional stability. Their features may not all be revivable, and their cost was high; but when all things are considered there is an opening for a three-wheeled meachine, for single use, not necessarily on rakish, racing lines, but with the view of providing a machine which shall stand alone, which can crawl at times even to a stand-still, which shall never lie down on its side, and which shall make its appeal to folk who are not sufficiently nimble to manage a motor bicycle in tricky conditions. It should be centrally driven, but a double driver, and, of course, a variable gear, to avoid the old mistake of having a machine which must either rush a hard place or not get over it. Perhaps it is looking too far ahead in these days when you cannot even get the bicycles that are wanted, but ideally there is the added need for a modern motor-tricycle, a steady type, which would attract the older class of rider. For in the present state of development of motor-cycling the proportion of young users is far too high.—F. T. Bidlake in C. T. C. Gazette.

“My brother bought a motor here last week,” said an angry man to the salesman that stepped up to greet him, “and he said if anything broke you would supply him with new parts.”

“Certainly,” said the salesman. “What does he want?”

“He wants two deltoid muscles, a couple of kneecaps, one elbow and about half a yard of cuticle,” said the man, “and he wants them at once.”—Christian Register.

Start right. Plenty of kindling makes the fire burn.

A push is better than a knock any time. That's why the old-fashioned knocker has been replaced with the electric push button.

Creditor—You couldn't ride around in your fine automobile if you paid your debts.

Owens—That's so! I'm glad you look at it in the same light as I do.

"Pack my box with five dozen liquor jugs" is a sentence containing all the letters of the alphabet. Good advice if National Prohibition prevails. Note that the jugs are empty.

"Pa, what's a necessary evil?"

"One we like so much we don't care about abolishing it, my son."

FROM PRESIDENT BELDING.

To Members of the L. A. W.

We are now entering the warmest and stickiest of all the months, and yet the earnest rider does not give up the wheel. Ride leisurely, stop frequently, seek the shade. So will you enjoy the open and appreciate the delights of nature. Is it not to be deplored that our ladies have forsaken the wheel to the extent they have. I note that those who will not ride at home are eager and willing to do so when they get far from the madding crowd on their summer vacation. Is it the congested streets, or is it fear as to what Mrs. Grundy will say? A little of both, I fear. A short time since, while I was on a vacation, I saw a girl dismount from her wheel, and the picture of health and grace that young athlete exhibited I will not soon forget. Removing her heavy gloves from a pair of hands that were by no means tiny, but strong and capable, she gave her wheel to the attendant and passed from view, leaving upon me a lasting impression of what wheeling can do for woman. For my own part I admire not the fragile maiden

so much as she who rejoices in her strength. Youth, in woman as well as in man, should be brave and lusty; clean of limb as well as of heart; strong of leg and arm as well as of will, enduring hardness of voluntary labor as well as of involuntary pain; with feet that can run and walk and with hands that can hold on. Such a girl as the wheelwoman I have referred to, so strong, so healthy, offers, methinks, a home ready made for all the virtues, and especially the virtues feminine, to house themselves therein. Here they will remain, growing stronger every day, until at last they have become part and parcel of the girl herself and cannot be parted from her. Whereas, when they visit the puny creature who never exercises, weak, timid, delicate—not, no—'tis best to remain silent.

I hope to see many of you around the festive feast board on the 13th of September on the occasion of the annual banquet of the L. A. W. Show your interest in the organization and enlist for a place in the ranks of the entertaining eaters. Don't be a slacker. Come to a banquet which the gods might envy. Enjoy an evening of hail-fellow happiness, and charming camaraderie. Listen to the telling of tales of blissful bicycling and feel the bespangled bliss of engaging gastronomic triumphs in the line of ecstatic eats. Bring your appetites to enjoy the games of culinary kultur. Add one more blossom to the daisy chain of sweet remembrances and ravishing reminiscence. It may happen that you may never see its like again. If a lot of us can come over to Boston from New York, why may not the near-by fellows give us the glad hand of welcome.

It seems to me that I have heard that I am to be a candidate for re-election as President. Last year when I was a candidate I had a letter from Ike Potter, who seemed to doubt if I could be elected and offering to come to Boston from California and run my campaign if there was danger of my being defeated. I advised him not to come, although I should have been very glad to see him. This year I feel the same as I did last and I have no doubt that my good friends will be only too glad to thrust the onerous duties of the upper office upon my willing shoulders. And

do let us get together and eat a little, drink a little (tea), talk unremittingly, laugh ad libitum, and so enjoy the meeting.

Fraternally,

Milo M. Belding,
President.

NATIONAL ASSEMBLY MEETING.

The Annual Meeting of the National Assembly will be held at Hotel Marliave, 33 Bromfield St., Boston, on Thursday evening, Sept. 13th, at 8 o'clock. There will be read the reports of officers; the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. Ballots to be voted by mail by those who cannot attend the meeting will be forwarded to delegates.

Fraternally,

Abbot Bassett,
Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

ANNUAL BANQUET OF THE L. A. W.

The Annual Banquet of the L. A. W., to which all members of the League are cordially invited, will be held at Hotel Marliave, No. 33 Bromfield Street, Boston, on Thursday evening, Sept. 13th, at 6 o'clock. Dinner tickets \$1, and we may rely upon having the best dinner that can be had in Boston at the price. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 10, by those who will dine with us. Don't fail to notify.

Fraternally,

Abbot Bassett,
Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

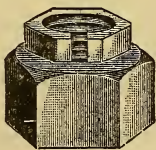
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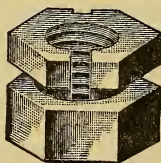
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The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1916-17

President. Milo M. Belding, Jr., N. Y. Athletic Club, New York City; 1st Vice President, Theodore F. Merseles, Jersey City, N. J.; 2nd Vice President, Elmore G. Whitney, Dover, N. H.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass., Auditor, Augustus Nickerson, Milton, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

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Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

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321



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

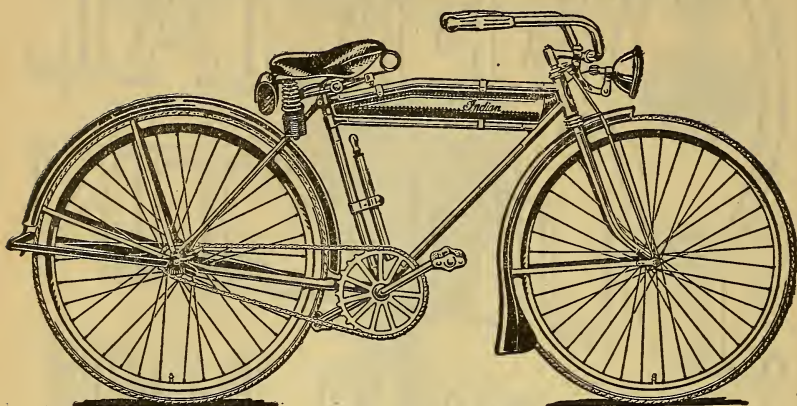
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ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

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5 Cents

FALL! THAT'S ALL.

The oyster is once again with us. A pleasant companion though often in a stew.

In days of old we were looking forward at this time to the big racing tournaments at Springfield and Hartford. Racing is now a thing somewhat different from what it was and now we are anticipating the L. A. W. meeting and banquet and the Wheel About the Hub.

The thing we can't understand is why news print should go up and writing paper remain stationery.

During a late tour in New England it was quite noticeable that road signs were very often used for targets by sportsmen. A few years ago a manufacturer went to great expense in erecting expensive signs all over the country and after only a few years many of them have been completely ruined as the result of rifle bullets chipping off the enamel. The most fool proof material for the rural districts is a wooden board and linseed oil paint. Let there be peace or let there be war, the vandal is always in evidence.

"We notice," notices the Wellington News, "that very few automobile accidents happen to people on their way to church."

We've never seen a cruiser fight, but we've seen a ship spar.

The automobile is better for touring purposes than the bicycle, since the tourist covers a greater distance in a given time and has very much less work; but when you come to companionship, the auto isn't in it with the bicycle. The wheelmen are in close touch with each other all of the time. The autoist is one of a small group in the auto and meets the whole party only at meal times. There are advantages peculiar to both conveyances.

The ballots for the annual election have been mailed. There are no opposing candidates. Every candidate a veteran.

It was thirty years ago last June that Governor David B. Hill, of New York, signed the Liberty Bill. By this measure the bicycle and tricycle were recognized as vehicles on the highways and park driveways of New York State. This made it possible for a bicycle to be ridden in New York City on smooth roads and gave a great impetus to bicycling in the Empire State.

Enough diamonds are sacrificed each year in the average automobile factory to fit up a dozen kings' crowns! Quantity production of automobiles requires that every one of the ten thousand parts turned out by machinery must measure up to a high standard. Only then will the parts of the assembled automobile work together smoothly. The emery wheels, used for rapid finishing, must be "trued up" with corresponding accuracy. Nothing less hard than the diamond can be depended upon for this "truing."—Popular Science Monthly.

"Nothing is impossible but a bicycle without wheels," said Aleck, "and if you come up to the club you'll see it." "See what—the bicycle, or that there's nothing else impossible," chorused the astonished listeners. "Neither," replied Aleck, "but you will see the club."

The President calls for just prices for everything, and what is the large part of the conversation every day about? Just prices.

"I've just been discharged," said the rifle gloomily.

"I'm going to strike," said the clock with decision.

"I'm working too much," groaned a keg of beer in the cellar.

"I'm tired, too," said the wheel of the auto that was standing at the gate. The only thing that seemed to be enjoying itself was the garden hose that was playing on the lawn.

A despatch to the Exchange Telegraph Company from Petrograd says that former Emperor Nicholas fell and broke his leg while cycling in the gardens of the Tsarskoe Selo Palace, where he has been incarcerated since the revolution.

America's proposed entertainment tax to assist the cost of the war is an all-round 10 per cent on the cost of admission. What will puzzle the American promoters of race meetings, we are told, if the 10 per cent tax comes into effect, is how to take care of the tax on a 25 cent ticket without having the patron to lose half a cent or being out that amount themselves. If America finds any real difficulty in the matter, it can be recommended to consult some of the British people who have been affected by recent taxation. They need not confine their consultation to those affected by the entertainment tax. The tobacco manufacturers, for instance, could give them a hint or two as how not to be out themselves.—Irish Cyclist.

We shall fix that part of it, for there is just now a movement to revive the half-cent. The Writer wears on his watch chain a half-cent dated 1852. This particular half-cent is worth much more than its face value, but the coming coin will have a value no greater than its usefulness.

N. H. B. C. V. A.—The summer outing of the New Haven Bicycle Club Veteran Association took place at The Momauguin, at Cosey Beach, near New Haven, Conn., on Sunday, July 22d, and was attended by nearly forty members of this old-time wheeling club and their friends. Dr. D. A. Jones, of New Haven, president of the association, presided, and Secretary-Treasurer A. G. Fisher was, as usual, the busiest man in the affair. It was a jolly time for all. The members met at the Union League club room in New Haven and went down to the beach in automobiles. Those present were:—W. H. Hale, W. M. Frisbie, E. C. Bennett, A. B. Nichols and R. C. Schurig of New York; D. B. Bullard, L. E. Smith, F. W. Post from Bridgeport; Dr. M. C. Hitchcock and T. J. Kirkpatrick from Ansonia; Dr. T. S. Rust (72 years old), Messrs. Beckwith, Palmer and Curtis from Meriden; H. B. Bunnell, G. R. Coan, Wm. Coan, H. B. Douglass, A. G. Fisher, B. E. Vann, A. G. Warner, C. H. Post, C. E. Larom, once Chief Consul of Conn. Div. L. A. W., T. M. Gallagher, B. F. Isbell, Dr. D. A. Jones, E. J. Moriarty, C. N. Morse, all of New Haven; G. A. Pickett and Edgar Pickett of Berlin, Conn.

In the above list we find only one name that was on the list of the New Haven Bi Club when it joined the L. A. W. June 26, 1880, the name of W. M. Frisbie.

With the decline of wheeling's social features, and with the growing importance of other interests, this club—along with many others similarly situated—passed into a memory as an active organization. Shortly after its disbandment, however, some of the old members conceived the idea of forming a veteran organization, with meetings twice a year, which would serve to call the members together often enough to renew old ties of friendship, and should keep alive and active the old-time camaraderie of the wheel.

Thus came into being the New Haven Bicycle Club Veteran Association, which for a number of years past has maintained its club anniversary, January 24th, for its annual meeting and dinner, and the Sunday nearest to July 24th each year as the regular date of its summer outing.

Our Oldest Member—All former contestants for the distinction of being the oldest member of the L. A. W. are set aside, and the record now belongs to a member in the 80 class. Wm. S. Dimmock, of Portland, Me., No. 904 in the L. A. W., joined the L. A. W. June 7, 1901. He was born April 7, 1837, and has passed his 80th birthday. He writes—"As to my membership in the L. A. W., you may count on me as long as the light holds out to burn."

It would be a fine idea to assemble the old ones around a dinner table some time.

F. A. M.—We are very glad to note that the financial troubles of the F. A. M. are about over. The report of the Secretary Treasurer, G. B. Gibson for the year ending July 1st, shows total receipts to have been \$4,890.78 and expenditures \$4,355.60, leaving a cash balance of \$35.18.

By far the greater amount of money came in payment of new memberships and renewals, \$1,143 being received from affiliated club members, \$1,224 from 612 unattached riders, and \$1,620 from old members who renewed membership. The next largest items on the receipts list is \$173.40 received from the sale of pins, badges and other F. A. M. novelties. Twenty-nine repair shops registered in the 12-month period, returning \$71 to the F. A. M. treasury.

The greatest expenditure was for salaries, Secretary-Treasurer Gibson receiving \$1,680 for 48 weeks' salary due on the 1915-1916 fiscal year and \$980 for 28 weeks' paid on the 1916-1917 fiscal year. M. T. Gibson, his assistant, received \$333 in salary during the past year, and Raymond Fay, his stenographer, \$39.60. Printing, general office expenditures, fees to official collectors and other miscellaneous items, account for the balance of the expenditures.

Secretary Gibson's report makes plain that all the bills have now been paid with the exception of 23 weeks' salary, amounting to \$805, which is due him.

Mr. Fred Patee of Casker, Wyoming, once a worker in the League ranks, is just now interested in and working for a movement to provide good roads in Wyoming. He is urging the construction of a concrete highway across Wyoming from southeast to northwest, with feeders or connecting roads coming in wherever needed. This is a big proposition, but a perfectly practical one. It is less than has been undertaken and successfully carried out in some other states. California, for instance, bonded for \$18,000,000 for concrete roads, and the investment is considered one of the best that state has ever made. In Arizona, which is a state of about the same class as Wyoming, there have been hundreds of miles of such roads built through almost uninhabited regions, and Arizona thinks she is getting full value for her money. Mr. Patee estimates that a road starting at the Colorado line below Cheyenne and following the Yellowstone highway to the national park can be constructed for \$7,000,000 and that it will bring \$10,000,000 a year revenue to the state for a long period of years. The tentative plan is to submit a proposition to the voters at the general election in November of next year to bond the state for \$7,000,000. This will not be burdensome, for the payment of the bonds will be extended over a long period of years, and the state will reap much of the benefit before the bonds become due. This, according to Mr. Patee's estimate, will build the Yellowstone highway and a main feeder from the Sheridan and Buffalo districts.

Mr. M. X. Chuse, of Peoria, sends us the above and writes:—

Mr. Patee was one of the most active Chief Consuls we have had in Illinois, and during his term of office almost succeeded in obtaining the passage of a Good Roads law for this State. Unfortunately his efforts were not successful, else Illinois would long ago have been "out of the mud." However, about three years ago, we succeeded in having a Good Roads law passed, which is making a limited impression on the State and at our last session of the legislature, the question of a Sixty Million Dollar bond issue was put up for the vote of the people at the next general election in 1918.

The Panama is almost shed, the oyster reigns in stew and pie, the shining apple now is red, the price of coal is mounting high, the bathing suit is now laid by, we gaily grin where once we wept, which makes the pensive poet cry, this is the merry month of Sept.

"So this is the watch you are giving your fiance for his birthday. I don't fancy quite so much engraving on it, dear. Instead of 'Grace Osborn to Henry Lewis' why didn't you simply have the initials put on?"

"I wanted to, dear, but 'G O to H L' seemed sort of rude and profane."

J. Fred Probst of Terre Haute, Ind., celebrated his 71st birthday by riding his wheel 102 miles on a circuit of 7 1-2 miles. A large crowd of old timers turned out to welcome him at the conclusion of his ride.

Mr. Probst has been an active cyclist for many years, having first ridden a Star bicycle in 1884, joining the Terre Haute Bicycle Club at the same time. He passed through the various offices in the club from road captain to president. He never did any racing, as he always considered the bicycle more as a means of recreation and health, and he certainly is a living embodiment of his theories.

He has been connected with the trade in all a total of 33 years. He writes that he has no immediate intention of repeating his recent birthday ride unless some youthful 71-year-old duplicates the performance, and then he may go him one better.

While the automobile has, without doubt, partially taken its place, yet, for short business trips, nothing can take the place of a good bicycle. One can mount a "bike" and be off in a moment, while to do errands with an auto is like employing a locomotive where an auto would do: it is poor economy.

Besides, bicycling gives exercise to nearly every muscle of the whole body, which is of utmost importance to many of those who are employed in sedentary occupations. Walking is, by all, known to be beneficial. If so, how

much more valuable should be the judicious use of the bicycle.

In my own case I find this exercise of great benefit, and the saving of time is beyond computation. I have been riding a bicycle since 1866, just fifty-one years.

Those which first came into use were crude, wooden-wheeled, rickety concerns, front and back wheels of the same size, iron tires, and without springs. It took all the "wind" that most of us possessed to paddle a mile with them, even on the best of roads. The iron tires gave no firm grip on the ground, and none but trained acrobats could, at all times, get them under full control.

The French people were the inventors of the "bike," though it used oftener to be remarked that the devil invented them, as, like the reputation His Majesty has obtained, they had the habit of upsetting people of good intent, without due warning.

As the "bike" was the forerunner of the "auto," so the "auto" made the aeroplane possible. Long may they all facilitate business and make transportation more comfortable.—Luther Burbank.

It is quite evident that Luther's first mount was a velocipede boneshaker.

Bicycles were first used for military purposes during the Franco-Prussian War of 1870. We should refer to them as "boneshakers," for the modern tall machine had not then been produced. There was quite a craze for cycling in Paris at the period, and it was proposed at the breaking out of war to use cycling soldiers as scouts. It was tried to a certain extent, but the heaviness and slow speed of these crude machines militated against its success. Two Americans who escaped from Paris by balloon at the same time as Gambetta, endeavored to arrange a contract with the French Government for a supply of a new class of bicycle with india rubber tired wheels, with the idea that they should be used for harrying the flanks and rear of the Prussians. Noiselessness was emphasized as a point in favor of their use. In 1875 the Italians adopted the bicycle seriously, and, it would appear, permanently, for they are

using them at present to a large extent, some of their crack regiments being supplied with the typical military folding bicycle. The machine used in 1875 was the tall machine, and was undoubtedly unsuited for the purpose. In 1880 all the European armies experimented with bicycles and organized special corps, but it was not until the safety type with pneumatic tires came into use that the two-wheeler was adopted to any great extent. As early as 1891 military bicycles were adopted for use by the First Signal Corps of the Connecticut National Guard, and the force was trained in various manoeuvres—despatch riding, skirmishing, patrol duty, etc. Efforts were made about that time to induce the British War Office to introduce the bicycle into the regular army, but without success. Today, however, the position has changed. Of all the armies engaged in the war, the British is probably the best equipped in the matter of bicycles and motor bicycles, particularly the latter.—*Irish Cyclist.*

FROM PRESIDENT BELDING.

To the Members of the L. A. W.

In these days of trouble it is no easy task to look pleasant. The distressing news from the war drives away the smile of pleasure and substitutes the tear of anguish. An everyday gospel of pleasant things is what the nerve-shattered, mind-distressed, heart-tired world needs. A gospel of pleasant sights and pleasant sounds, preached by pleasant teachers with pleasant faces and pleasant voices.

In every home there should be pleasant furnishings, with pleasant pictures to look at, and pleasant papers to read. Into this home should be invited pleasant visitors who should be pleasantly entertained. There should be pleasant occupation and pleasant diversion for all.

If you have a picture—an oil painting or a cheap print—on your wall showing an Indian massacre, the hanging of John Brown, or the beheading of John the Baptist, cast it out. The mind should not be familiarized with murder. It is not a pleasant subject. If you possess books written full of the blood of slain human beings, use them for kind-

ling, if they are not too bloody to burn. If some visitor is in the habit of calling to talk over the details of the latest mysterious murder or shocking outrage, tell him or her you will be too busy to listen in the future. If there is some newspaper coming into your home that makes a specialty of glaring headlines, setting forth in detail all and a great deal more of the horrible news from the war, read as little of it as you can. For your own peace of mind and the welfare of your family do not talk it over. You should not care to live in the atmosphere of carnage and brutality. Everybody must hope that war will soon be so uncommon that its presence will be "news," and that justice and humanity will be so widespread and plenty that it will not be considered rare enough to crowd the columns of the papers.

Do not think of the war save as you pray for its cessation. In this way you may keep the wrinkles from your face, and from your mind and your heart. Don't cultivate poisonous weeds, but pleasing flowers. Doves are more charming than hawks, and flutes are sweeter than fish-horns.

Ride your bicycle in a pleasing, restful way. Don't scorch yourself and others to distress. If you do not make it a factor to aid your gospel of pleasant things you will rob yourself of joy.

Among the pleasant things just ahead of us is our annual meeting of choice spirits around the festive board. I hope to see and shake hands with many old friends on the 13th of September.

Fraternally,

Milo M. Belding,

President.

WHEEL ABOUT THE HUB.

The annual Wheel About the Hub, under the auspices of the Boston Bicycle Club, will start from the corner of Warren street and Walnut avenue, Roxbury, Mass., at 10 A. M. on Friday, Sept. 14. The route will be as usual, with luncheon at Cobb's, dinner and lodging at The Tavern, Mansfield. The second day's program as usual. A cordial invitation to those who are not members of the club, and

are recommended by club members, is extended to all wheelmen up to the limit of our accommodations. For further information address,

Augustus Nickerson, Sec.,
60 Congress St., Boston, Mass.

NATIONAL ASSEMBLY MEETING.

The Annual Meeting of the National Assembly will be held at Hotel Marliave, 33 Bromfield St., Boston, on Thursday evening, Sept. 13th, at 8 o'clock. There will be read the reports of officers, the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. Ballots to be voted by mail by those who cannot attend the meeting have been forwarded to delegates.

Fraternally,
Abbot Bassett,
Secretary-Treasurer.
105 Central Avenue, Newtonville, Mass.

ANNUAL BANQUET OF THE L. A. W.

The Annual Banquet of the L. A. W., to which all members of the League are cordially invited, will be held at Hotel Marliave, No. 33 Bromfield Street, Boston, on Thursday evening, Sept. 13th, at 6 o'clock. Dinner tickets \$1, and we may rely upon having the best dinner that can be had in Boston at the price. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 10, by those who will dine with us. Don't fail to notify.

Fraternally,
Abbot Bassett,
Secretary-Treasurer.
105 Central Avenue, Newtonville, Mass.

L. A. W. Roadbook of Pennsylvania

Has just been reissued. It is greatly enlarged by the addition of many new maps, including sections not previously in the book. It has been revised and is up to date. It has been made especially useful for automobiles and motorcycles. By special arrangement with the publisher L.A.W. members can secure it at one half the retail price. Send your number for identification in ordering the book. The retail price is \$2.50. It is a large book, is bound in leather and will last the purchaser a long time. Any bicyclist or automobilist coming into New Jersey, Delaware or Pennsylvania should have this book as a guide. It consists of sectional maps adjoining each other and covering these states. Contains descriptive routes through these states, various kinds of information for automobilists, etc. You cannot fail to be pleased with it. It is called

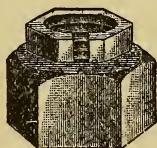
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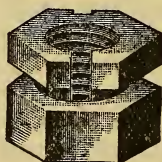
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The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

Officers for 1916-17

President. Milo M. Belding, Jr., N. Y. Athletic Club, New York City; 1st Vice President, Theodore F. Merseles, Jersey City, N. J.; 2nd Vice President, Elmore G. Whitney, Dover, N. H.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass., Auditor, Augustus Nickerson, Milton, Mass.

APPLICATION FOR MEMBERSHIP

ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy-five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name,

Street,

City and State,

References,

Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer

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337



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

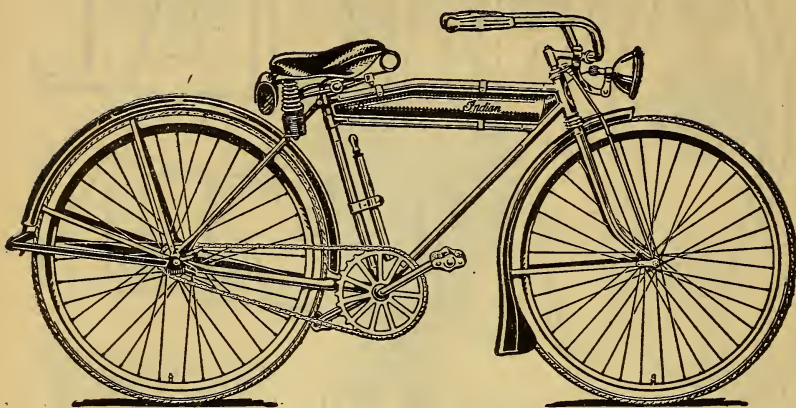
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THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

ADVERTISING RATES

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5 Cents

ANNUAL MEETING OF THE NATIONAL ASSEMBLY—ANNUAL BANQUET, L. A. W.

The annual meeting of the National Assembly, L. A. W., and the annual League banquet were held in Boston at the Hotel Marlboro, on Thursday evening, Sept. 13. The combined affair proved to be one of the most successful gatherings that the League has held for many a year. It was remarkable for the spirit of enthusiasm and good cheer that prevailed and for the attendance of quite a number of members not usually seen at L. A. W. meetings. Remote cities of the United States were represented as not before in many years, and the whole affair testified that the League is still actively on the firing line. A list of those present follows:—C. J. Obermayer, Dr. Louis C. Le Roy, John B. Kelley and James M. McGinley from New York; Henry W. Bullard, Poughkeepsie, N. Y.; Henry Crowther, L. W. Harris and W. L. Tougas from Phila., Penn.; R. C. Craigie and Wm. Thorne from Chicago; Geo. L. Cooke, James Ward and Richard Hamlin from Providence, R. I.; Elmer G. Whitney, Dover, N. H.; A. G. Fisher and George Coan, New Haven, Conn.; Albert S. Parsons, Lexington, Mass.; Morris Barker, Lawrence, Mass.; Augustus Nickerson, Abbot Basstt, Fred D. Irish, Quincy Kilby, J. Rush Green, Wm. Wilkins, E. F. Kelley, Royal T. Lapham, Chas. C. Ryder, Chas. A. Collins, A. P. Benson, Thomas H. Hall, A. M. Beers, Norman F. Hesseltine, all from Boston.

The Banquet.

Thirty-two guests sat at the banquet table. The menu itemized the viands and the wheelmen disposed of them. A very good orchestra and a very pretty and sweet voiced young lady favored us with a bouquet of songs. Thomas H. Hall of "Ours," sang a patriotic song and as it was the eve of the anniversary of the battle of Fort McHenry, the young lady, Tom Hall and the rest of us sang the "Star Spangled Banner." The post cena exercises included speeches by Bullard, Ward, McGinley, Cooke, Obermayer, Crowther and Kilby. Mr. A. S. Parsons, who was present at the organization of the L. A. W. at Newport in 1880, and was at that meeting elected Corresponding Secretary, gave a few reminiscences and among others told of his riding a Coventry tricycle with a seat attached to the side tube on which he carried his young son over many miles. Thomas Wentworth Higginson saw the attachment and secured a duplicate of it. On this he carried his young daughter about on the roads in and around Cambridge. It was this daughter who was the inspiration of Higginson's exquisite poem of "Sixty and Six."

Thomas H. Hall spoke enthusiastically of cycling, the L. A. W. and the Bulletin. The principal theme of the evening was the prowess of the speakers with the wheel upon the road. We all came away with added respect for those heroes of the road that we had been associated with.

The Assembly.

The National Assembly was called to order at 8 p. m. by Vice-President Whitney and the pleasures of the table gave way to the work of the evening.

A letter of regret from President M. M. Belding was read by the Secretary. He regretted that important business matters prevented his attendance and sent a message of good cheer to the members and heartfelt good wishes for the prosperity of the L. A. W.

Messages of regret and good wishes were received from ex-President I. B. Potter, ex-President Fred Atwater and W. M. Frisbie. The National Assembly has a present membership of 78. Of these 43 are Delegates from the

States; 5 are the Executive Officers; 12 are Past Presidents; 14 are Past Vice-Presidents; 2 are Past Treasurers and 2 are Past Secretaries.

The report of Secretary-Treasurer Bassett was first in order.

REPORT OF THE SECRETARY-TREASURER.

The League of American Wheelmen was organized at Newport, R. I., on May 31, 1880 and is now living out its 38th year. There were 128 wheelmen at the Newport meeting and of these we have eight remaining upon our membership list. These are C. Kirk Munroe, then of New York, now of Florida. He was our first Commander. The Commander ranked next to the President. The office was abolished a few years after the Meet. Albert S. Parsons, of Lexington, Mass., was our first Corresponding Secretary. Hugh L. Willoughby, of Newport, R. I., was the first Treasurer. In addition we have Edward K. Hill of Worcester, Mass.; Edward W. Pope of Newton, Mass.; George B. Woodward and C. S. McCulloh, of New York and Willis Farrington of Lowell, Mass.

We closed the first year with 1,745 members. Today we have 901 members, a loss of 43 from the total of last year, and of these, 18 were reported deceased. We retain 95 per cent of the total of 944 reported last year.

We present a table of membership:—Calif., 26; Colo., 5; Conn., 35; Del., 1; D. C., 11; Fla., 3; Idaho, 2; Ill., 39; Ind., 5; Iowa, 8; Kan., 3; Ky., 8; Me., 6; Md., 13; Mass., 169; Mich., 9; Minn., 1; Mo., 14; Mont., 2; N. H., 15; N. J., 68; N. Y., 211; No. Caro., 1; Ohio, 29; Ore., 2; Pa., 152; R. I., 37; Texas, 2; Utah, 1; Vt., 2; Va., 1; Washn., 1; W. Va., 2; Wis., 10; Wyo., 1; Phil. Ids., 1; Canada, 1; England, 2; France, 1; China, 1. Total 901.

The membership is located as follows:—Atlantic coast states, 721; Central states, 126; Far West states, 40; Southern states, 9; foreign, 5.

Among the departed may be mentioned, Thomas W. Davis of Peoria, Ill who died April 9, 1917, aged 90 years,

leaving a riding record of 142,000 miles. Herman L. Morse of East Bridgewater, Mass., died April 18, 1917, aged 86 years, leaving a riding record dating back to 1868. H. Winslow Warren died Feb. 3, 1917, aged 73 years. He held No. 5 on the L. A. W. list. Frank P. Share, who used frequently to meet with us. John Read of the pioneers in the cycling trade of Boston, and Edmund J. O'Reilley, of London, England, whose articles on cycling subjects many of you are familiar with.

We have with us tonight a few veterans who have been with us since the early days of League history. The L. A. W. numbers they hold will indicate their years of service. Chas. A. Collins, 28; A. Bassett, 41; Elmer G. Whitney, 55; Arthur P. Benson, 187; A. G. Fisher, 205; Chas. C. Ryder, 217; H. W. Bullard, 239; Geo. L. Cooke, 254; Quincy Kilby, 264; R. C. Craigie, 322. All of these date back to the decade of 1880-9.

We have quite a few riders in the L. A. W. who can ride the wheel over a great distance. Some of them will give an exhibition of their endurance at the W. A. T. H. tomorrow. Wm. M. Winquist, of New York, Member No. 1024, made a total riding record last year of 6,386 miles, which included 38 centuries, 1 double century, and a record ride from New York to St. Louis. Sylvain Segal, Member No. 953, made a total riding record of 3,620 miles, which included 4 centuries. Mayor Cigal, Member 1030, made a total riding record of 750 miles, including 5 centuries. These records were made in competition, on the road, under the banner of the C. R. C. A. The riders are enrolled with us and we feel that we may also claim and exploit their achievements on the wheel. We have several husky riders with us tonight who have done wonderful stunts on the wheel. Geo. L. Cooke, of Providence is no longer young, but we look to him this year to ride for the fourteenth time over the road from Providence to Boston; on the tour about the Hub, and back home to Providence.

Richard Hamlin of Providence has kept a systematic record of his riding and boasts a total of 159,000 miles. Quincy Kilby has ridden his bicycle in every city, town and

village of Mass. The oldest member present, Henry W. Bullard, of Poughkeepsie, New York, aged 73 years, has ridden about 20 centuries, all of which were cycled when he was no longer young.

There are a few kindred associations at work in the interest of cycling and all doing good work. The Federation of American Motorcyclists, The National Cycling Association which attends to the racing interests, both Amateur and Professional. The Century Road Club Association, which fosters and promotes road riding. There are many Veteran Associations which promote the recall of old times and the camaraderie of social intercourse.

The Nylaw of New York City is composed of a membership made up of those who have held office in the League. No one is admitted unless he is a League member. The Nylaw holds frequent meetings and a tour every June. The tour of the present year covered 414 miles. They are ever alive to the interests of the L. A. W. and enjoy the distinction of being called "The Child of the L. A. W."

The New Haven Club Veteran Association does more than eat dinners. Among other notable achievements it has purchased a lot in a cemetery and its accommodations are open to every member whose circumstances demand such consideration.

The Hartford Wheel Club Veterans, the Philadelphia Veterans, the Milwaukee Veterans. All these are doing a good work in getting together—"Lest we forget."

Very many clubs still keep actively alive. The Boston Bi Club, organized 1878; the Essex Bi Club, of Newark, N. J., 1879; the Newton Bi Club, 1882; The Rovers Cycling Club, 1886, all can boast a continuous existence from the dates given. The St. Louis Cycling Club can well boast of having the hardest riding contingent in the U. S.

We have two League Clubs, The Rover's Cycle Club, No. 1; The Newton Bi Club, No. 2. It is required that every member of a League Club shall also be a League member.

The Auditor's report will show that we are still solvent,

with cash in the treasury, all debts paid and quite a sum due on the guarantee fund.

I have been asked many times to explain the purpose and history of the guarantee fund. In 1901, 16 years ago, we instituted the life memberships. The applicant for this membership paid \$10. Of this amount \$5 was given to the Member's Division; \$2.50 to the L. A. W. and \$2.50 was awarded to the publisher of the Bulletin, and for this sum he was expected to furnish the Bulletin during the life of the member. In 1908 it was found that it was impossible for the L. A. W. to carry out the agreement and the situation called for a radical change. In paying the Life membership fee the applicant paid for the Bulletin for 5 years and after 1908 the whole expense of supplying the Bulletin to life members had to be met from the League treasury. The L. A. W. officers felt they were in duty bound to fulfill their promise, and they also felt that an official organ is essential to the well being and even the life of the L. A. W. A paper was drawn up and a goodly number of life and active members agreed to pay sums from \$1 to \$5 per year in order to ensure the perpetuity of the Bulletin. The sum raised each year has been almost but not quite sufficient to cover the deficit, but the L. A. W. has been able to provide the balance. It can easily be seen that a paper like the Bulletin, which has little advertising, can be furnished 16 years for \$2.50. The obligations of the guarantee end with the coming year and the problem regarding the future existence of the L. A. W. will have to be met at the National Assembly meeting of Sept., 1918. It has been impossible to realize on all the pledges that were made. Many deaths have occurred, and I fear that several have been unable to make good their promises. If we had been able to collect the entire sum pledged we should be able to show a balance of cash on hand in excess of \$100. It has been very gratifying to your Secretary to receive very many expressions of loyal enthusiasm and evidences of faith in our organization that came to him with the spring renewals. It is quite evident that the rank and file appreciate what has been done in the past and are ready and willing to give to the L. A. W. a liberal support for

so long a time as they are able to offer it. We are, in fact, the Grand Army of Wheelmen whose work is done, and who are now living over again in our memories the great achievements of the past and finding in their consideration great comfort and solace for our declining years.

AUDITOR'S REPORT.

Receipts.	
12 Applicants at \$1.00 each	\$12.00
558 Renewals at \$1.00 each	558.00
1 Renewal at	.75
Guarantee Fund	147.00
	<hr/>
	\$717.75
Balance from last year	68.64
	<hr/>
	\$786.39
Payments.	
Salary of Secretary	\$142.75
Paid for Bulletin	285.00
Paid Pub. Co. from Guarantee Fund	147.00
Paid for Postage	52.00
Paid for Rent	72.00
Paid for Stationery	33.65
	<hr/>
	\$732.40
Balance in hand	53.99
	<hr/>
	\$786.39
Asset.	
Balance due on Guarantee Fund	\$48.00
Correct, Augustus Nickerson, Auditor.	

ELECTION OF OFFICERS.

The election of officers was next in order. The tellers reported the following result:

Whole number of votes	66
Necessary for a choice	34
For President.	
Milo M. Belding, New York City	66
For First Vice President.	
Elmer G. Whitney, Dover, N. H.	66
For Second Vice President.	
W. M. Frisbie, New York City	66
For Auditor.	
Augustus Nickerson, Boston	66

A general debate took place upon the subject of the future of the League and the Bulletin. It was the general and emphatic opinion that the League must be supported for all time within the command of the membership, and since the fate of the organization is closely identified with the fate of the official organ we must give that paper and its editor a generous support. The Secretary stated that the Bulletin had been maintained for nine years by a fund subscribed by members who contributed such sums as they could afford, and agreed to pay the sum subscribed yearly on the first of January. The last payment will come due on Jan. 1, 1918, and the sum received on that date should under ordinary circumstances carry the Bulletin through the year, but the high cost of labor and paper makes impossible in the future many things that have been possible in the past. Any movement to secure the continuance of the League and the Bulletin may be thought over during the coming year and should be made effective at the meeting of the Assembly of Sept., 1918.

The meeting broke up with many interchanges of courtesies among the members and a general feeling that it was a joyous and profitable meeting.

THE WHEEL ABOUT THE HUB.

The annual Wheel About the Hub, under the auspices of the Boston Bicycle Club, started on Friday, Sept. 14, 1918, at the usual place and a little later than the usual time. Five bicycles were in line at the start and two of these finished the tour at Nantasket. These were Capt. Kendall

and George L. Cooke. Five automobiles carried those who were unable to ride and those who were not inclined to.

The following is a list of those who participated in the tour in its entirety or in part:

From Massachusetts—Capt. Walter G. Kendall, President Charles W. Reed, Secretary Augustus Nickerson, Collector Fred D. Irish, Abbot Bassett, Willis Farrington, John J. Fecitt, J. Rush Green, Arthur A. Glines, Thomas H. Hall, Norman F. Hesseltine, Chas. N. Kendall, John B. Kelley, Edward F. Kelley, Quincy Kilby, Andrew O. McGarrett, Theo. Rothe, Fred J. Stark, Joseph W. Swan, Dr. A. F. Wyman, H. D. Kelsey—21. From New York—Chas. J. Obermayer, H. W. Bullard, Dr. Louis C. Le Roy, James M. McGinley, W. H. Stafford, Geo. B. Woodward—6. From New Haven, A. G. Fisher, George Coan. Philadelphia, Henry Crowther. Providence, George L. Cooke. Chauffeurs—E. S. De Groff, J. J. Laffey.

Willis Farrington, who was on the first W. A. T. H. in 1879, wore the gold badge given to those on the pioneer run. He brought with him the invitation sent out by the committee in charge of the run and we present the same to our readers as below:

B. Bi. C.—Secretary's Office,
178 Devonshire St.

Boston, Sept. 5, 1879.

Dear Sir,—I am requested by our President to inform you that there will be an informal meet of Bicyclers on Thursday next, the 11th inst. at 8 a. m. at the corner of Warren Street and Walnut Avenue, Boston Highlands, to which you are respectfully invited. Members of all the Home Clubs, of the Essex Club, of Orange, N. J., and of other distant clubs are expected to be present, and it is intended to mount as near above hour as possible, and to proceed for a leisurely run of two days Out and Home in company. The run will probably not exceed 75 miles in length and will embrace portions of West Roxbury, Dedham, Readville, Canton, Milton, Quincy, Cohasset, Dorchester, etc., in which various points of special interest will be visited. An artist will accompany and produce.

doubtless, interesting mementos of the run. Riders who prefer to dispense with the M. I. P. Bag can place their toilet conveniences in a team which will meet us at our various stopping places. Necessary expenses will not exceed five dollars each. One or two pleasant surprises are said to be in store for us, and a right merry and enjoyable time for all. In order to form an estimate of probable number of riders, you are requested to extend this invitation to all your cycling friends—whether Club men or not, and to return, enclose postal with statement of number of acceptances obtained. Hoping that you will aid in making this,—the first “overnight” excursion of any considerable number of riders in this country, a signal success, and asking the favor of your early reply, I am, dear sir (for President Pratt)

Very truly yours,

Frank W. Weston, Sec. Treas.

P. S.—Should it actually rain, on the morning appointed, the Meet will be postponed until the next day.

(Papa Weston “slipped a cog” in crediting the Essex Bi Club to Orange, N. J. The club still exists in the place of its birth—Newark, N. J. For fear that some of our younger members may not know what an M. I. P. Bag was, we will explain that a Multum In Parvo bag was a very popular luggage carrier in the early days of Cycling.—Ed.)

The 1917 tourists got away at about eleven o'clock and took the usual route, omitting Brook Farm. A new policy was adopted this year. On former occasions there were frequent stops by the roadside. The autos pushed ahead to a waiting station where they waited for the bicycles to catch up. Sociability prevailed at the wayside halting places and the half-day runs were much more enjoyable when made by easy stages than they possibly can be under the new rule which calls for a no-stop run. The first half-day took the party to Cobb's where a very fine lunch was served by Caterer Davidson under the apple trees in the orchard. The photographer got busy and several unique poses were arranged.

A few hours were spent on the lawn, in the orchard and on the piazza. Miss Gertrude Cobb proved a charming hostess, as she always does.

The afternoon run took the party twelve miles to Mansfield and the Tavern. This popular hostelry is so beautifully furnished and equipped that some of the boys were made to wish for a home with all the comforts of a hotel.

The dinner at night was pronounced a gastronomic masterpiece in point of quality and quantity. President Reed presided and conducted the post cena exercises.

Quin Kilby recited a poem which laid down points of decorum and conduct to be expected from a minister's son. Speeches were made by Obermayer, McGarrett, Bassett, Crowther, Nickerson and Bullard. Mr. Hesseltine gave a very interesting account of a bicycle trip made last summer in Central America.

An interesting debate took place on the question of the annual tour. It was the unanimous opinion that the old-time scheme of frequent stops was the best plan to be employed. It was also suggested that an effort be made to find a few interesting places on the route, and a determined effort to get permission to lunch again under the great oak at Ponkapog.

Saturday morning there was a photo taken in front of the summer house, and then off to Tom Jones'. Crackers, cheese and beer comprised the mid-day lunch on the lawn.

The toast to the memory of those "who ride with us no more," was introduced by a few remarks from Tom Hall, followed by a toast by Quincy Kilby:—

"Gentlemen, the silent toast. One by one our friends depart, lost to sight beyond the coast on the sea that knows no chart; sure of better things ahead, perfect peace and quiet rest, in their haven of the dead, in their place where all is best. They are better off than we, safer far than you or I, where so soon we all shall be, in their land of by-and-by. Past for them are pain and care, grief and sorrow, war's alarm. Trouble cannot reach them there, sudden storm, or stress, or harm. Yet they all are here today, round about us everywhere, up and down the

well-known way, in the woods, the fields, the air. Weston, Pitman, Smithy, Stall, Arthur Robinson, and Jack, Hodges, Everett and all; once again our friends come back. Gathered from the silent shore, spirit, presence, shade and ghost, all are with us as before. Gentlemen, the silent toast."

This was followed by "Taps" sounded by C. W. Reed on the bugle, followed by the echo bugle in the distant woods, played by Mr. Britton.

More photographs and then on to Braintree. At Braintree a fireman's parade was seen on the way to a play-out by two hand engines of the vintage of 1852. The party didn't stop to see the fun. The clams of Nantasket were more alluring.

At Smith's Tavern, Mrs. Baker, the landlady, the cabaret singers, the pianist, the clams and the lobsters gave the party the glad hand, the red claw and the open shell of welcome. The sea food gladdened the stomachs of the tired wheelmen, and the ladies de cabaret fluttered their heart strings until "the beating of their own heart was all the sound they heard." One of the saltatorially inclined members of the party tripped the light fantastic toe, with a great deal of "gustoe," and the bass singer lent his voice to musically inform us that he was going to Philadelphia in the morning. The President sang a song which contrasted life with a cocktail, and the argument seemed to be in favor of the feathery appendage. It was indeed a supermalagorgeous time all around. Two days of oblectation and joy—"Joys too exquisite to last, and yet more exquisite when past."

And now a ride home in the dark, and the Wheelabout is over. One more delightful time, one more joyous getting together, one more jewel to store up in our casket of memories. Great is the bicycle. It has given us a world of pleasure, and of all the gems of joy that we have had on the silent steed none glow with greater brilliancy than the Wheel About the Hub.

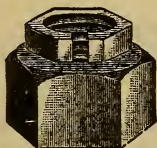
Among te many devices which the Secretary-Editor employs to buy coal, potatoes and other costly things, is the Magazine business, which provides him with almost enough to buy oil for his bicycle as well. He supplies magazines of all kinds at the lowest possible prices. If every member of the L. A. W. should subscribe for one magazine he could perhaps buy an auto, but every member will not do so and for this reason we are hoping that a few, if not more, will subscribe for two or more.

Indian summer: A short season of pleasant weather in the Central and Atlantic coast States, usually occurring in October or November, more rarely in December, and characterized by an almost cloudless sky, calm or light airs, a hazy atmosphere, and mild temperature in the daytime, but rather cool at night. It may last one or two weeks.—International Encyclopaedia.

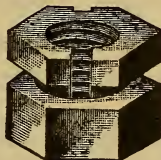
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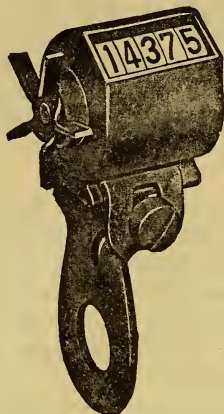
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202



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

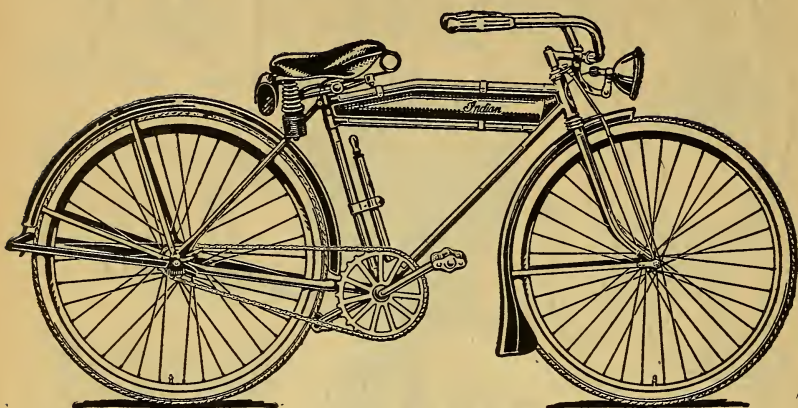
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OFFICIAL BULLETIN

AND SCRAP BOOK OF
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

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5 Cents

THE LAST LAP OF FALL.

November is the ninth month. It comes in soberly, and all the trees are hanging their remnants of foliage black and miserable. The days are growing shorter and still shorter. An eight hour labor law is now an enactment of nature. A few shocks of corn still stand black around the fields. Yet the barberries gleam like fire along the fences. In the wood lots the boys, gathering chips on their sledges, and the chipmunks, gathering beechnuts, are equally interesting. The country housewife delights in chips. They make quick fires, and not too much. The farmer encourages the taste because it saves his woodpile. Resinous knots from old pine and spruce logs or trees are specially welcome and delightful. The bicycle goes out and sleeps till Spring rings the wake up bell. The auto puts a cover on and runs all winter. The biting frost of fall is over and the worst is yet to come.

Thanksgiving has been a moveable feast. It was first observed in Vermont in 1777. In the years 1777-1781 the day was in December. In 1782 the day was in November. In 1783 and 1784 it was again in December. In the years 1785-1790 the day was in November. In the years 1791-1814 the day was in December. Between 1777 and 1814 the day was thrice observed on Dec. 6—namely, in 1798, 1804 and 1810.

Our old friend, "Joe" Lincoln, for several years an associate editor of the L. A. W. Bulletin, and the author of many Cape-Cod stories, has recently proved that he is an actor as well as writer. He was summering at Chatham, where he has a handsome summer residence. He took the principal role in two original sketches, "Poor Pillicoddy" and "The Two Buzzards," presented at Harwich for the benefit of the American Red Cross Society.

A six-day race at the Boston Arena is announced to start on Nov. 5 and finish Nov. 10 with a preliminary sprint on Nov. 3d. There will be eleven teams in the contest.

Vito Cestone, a member of The Century Road Club Association, who last year was responsible for the breaking of the New York to Boston record by bicycle, has established a new record between New York and Philadelphia and also the record for the distance both ways, by riding the one way from New York to Philadelphia in 5 hours and 19 minutes, and the both way time of 11 hours and 33 minutes for the 188 miles.

Cestone left New York City Hall at 4.56 a. m. on Oct. 7, and arrived at Philadelphia City Hall at 10.15 a. m. After a rest of 35 minutes for refreshments and a message he began the return journey arriving at the starting place at 4.29 p. m., breaking the previous record made by Joseph Noe in 1911 by 2 hours and 24 minutes.

Cestone did not dismount from his wheel except when arriving in Philadelphia. The one way record to Philadelphia was established by Charles Mock in 1898 in 5 hours 48 minutes.

The turkey is the national bird of thankfulness. He reigns not upon our coins nor in our poetry, but upon our bills of fare and in our dreams. The patriotic turkey dies for his country on Thanksgiving Day, but unlike other patriots he comes back on Sunday and insists on repeating the performance. There might properly be two Thanks-

giving Days—the one on which the turkey first appears and the one on which he finally disappears from the bill of fare.

A soldier in the English army wrote home: "They put me in barracks; they took away my clothes and put me in khaki; they took away my name and made me 'No. 575'; they took me to church, where I'd never been before, and they made me listen to a sermon for forty minutes. Then the parson said: 'No. 575. Art thou weary, art thou languid?' and I got seven days in the guardhouse because I answered that I certainly was."—Christian Register.

In the year 1891 the trotting mile record was ahead of the bicycle mile; the figure for the latter stood at 2 mins. 16 secs. Osmond was the rider, while the famous mare, Maud S, had covered the mile in 2 mins. 8 3-4 secs. About the same period Zimmerman covered a half mile in 1 min. 6 4-5 secs., with a standing start. The record for the trotting half stood to the credit of a mare known as Nancy Hanks, the time being 1 min. 4 1-4 sec. The trotting record was made with a flying start, so that in reality the bicycle record was just ahead of it, for there certainly would be a loss of about three seconds in a standing start as compared with a flying.—Irish Cyclist.

The annual chicken run of the Peoria Bicycle Club was held on September 13th at Mossville, Ill. Forty or more wheelmen sat at table and the talk was mostly of old bicycle days and the jolly times that prevailed therein. The Peoria Bi Club was organized Jan. 25, 1881 and joined the L. A. W. on Oct. 9, 1881. Short after-dinner talks by Mayor Woodruff, Frederick Tuerk, John Warren and President Vail, conducted the speakers' part of the affair. In the old days Peoria was a racing centre, and now they race to catch chickens.

Died at Dorchester, Mass., Sept. 30. J. Emory Tippet. He joined the L. A. W. March 11, 1887, held very many official positions within the gift of wheelmen; was Chief

Consul of Mass. Division in 1897; President of the Mass. Bi Club for several years; and a persistent rider of the wheel. He came to Massachusetts from California when his wife was constituted the leading soprano singer in the choir of the Old South Church, Boston, and he was chosen Curator of the Boston Art Club. He remained with the Art Club until failing health forced him to retire, and in recognition of his valuable services the Club voted him a liberal pension. He was a loveable man and universally esteemed by wheelmen and by many friends in other circles.

Died at Malden, Mass., late in September, Charles Hopkins of Malden, Mass. In the days when the Cottage City Meets and the North Shore tours were in evidence he was an enthusiastic and a forceful worker in wheeling circles. His wife was a correspondent over the pseudonym of "Merrie Wheeler" to the "Cycle" and to the "Wheelman" and the husband was helpful to her in many ways. They established a magazine, "The Wheelwoman," which was devoted to the interests of the women who were riders of the wheel, but it had a short existence. In late years Mr. Hopkins had conducted a furniture and upholstery business in Malden. He is survived by a wife, a son and a daughter, all living in New York.

Died at St. Louis, Sept. 16, 1917, Lucian D. Cabanne, a former racing man with a national reputation. He died of arterio sclerosis. The terrific strain of athletic competition in his youth materially induced the malady which carried him away. Though only 46 years old and until recently a splendid figure of a man, Cabanne died of a disease which usually afflicts only the aged.

Few men have enjoyed the great meed of athletic fame which came to "Dute" Cabanne. He was a champion in swimming, track athletics, football, boxing, wrestling and cycling. His very name was synonymous with great strength and unparalleled courage. Veteran athletes still speak of the glory of his achievements in face of most terrific obstacles. In 1894 Cabanne gave up all other sports

and specialized in bicycle racing. He leapt into cycling fame when he won the championship of Missouri in August, 1894.

A few weeks later he astonished the wheeling world by beating all its recognized champions, Zimmerman, Sanger, and Bald, at Asbury Park.

He raced almost every day in the keenest and most trying form of athletic competition. Stories of his races with Bald, a champion of champions; Kiser, Gardiner, Cooper and other great stars of the wheel were daily epics. The terrific strain to which Cabanne subjected himself in this competition has been associated with the causes of his early death.

Cabanne married Miss Winifred Talcott of Erie, Pa., after a romantic courtship, and retired from cycle racing. So it comes about that the man who has reached middle age or more, and has seen the departure of those who, in earlier years, he would have named the last for an early calling, because of the great strength and agility of which they gave frequent proofs, may have thanks that arterio sclerosis has passed him by on the other side. The lesson to young men is that of moderation in athletics, as in everything. Be not slothful, but avoid the temptation to become an "all-round athlete." In rowing, boxing, walking, running and occasional games of baseball, golf, tennis and racquet, there is hope and prospect of health and long life. But the giant swing is too much even for giants, when they swing too often.

Died at Pittsburgh, Pa., Sept. 7, George Augustus Banker. He was born in Wooster, Ohio, in 1872 and made Pittsburgh his home at the age of 18. He started racing under the colors of the Pittsburgh Athletic Club and instantly showed great racing ability. He was one of the famous quartet that composed the Raeligh racing team, Arthur Zimmerman, Harry Wheeler and Ray Macdonald being the other riders.

In 1894 Banker journeyed to Europe and accounted for the first running of the Grand Prize of Paris. The same year in the Grand Prize of the U. V. S., another

Paris classic, Banker finished second to Arthur A. Zimmerman. In 1895 Banker ran third in the Grand Prize of Paris.

The first professional sprint championship of the world was run at the Cologne, Germany, in 1895, and Banker was declared the winner. In 1898 he won 80 races in Europe. In late years he has been in the automobile business.

The conduct of the F. A. M. seems to be approaching an overturn. The new President, Shelby A. Falor, of Akron, Ohio, announces that the headquarters of the organization will, in future, be at Akron. A new Secretary-Treasurer will be chosen to fill the place which has been so ably filled by Dr. G. B. Gibson, and the President is going after 10,000 members. The President says that he has in mind a capable man who will fill Dr. Gibson's place. Perhaps, and then again perhaps. Dr. Gibson has been an able official, fertile in resources and systematic in his management. It will be no easy task to fill his place. President Falor says "there is a strong disposition among manufacturers, jobbers and dealers to help the F. A. M." They have offered help before, but such help as they have given has availed nothing. The very stupid policy of the makers and dealers in refusing to advertise in no other than trade papers has been responsible for the present state of the organizations that are working in the interest of cycling. A few years ago the F. A. M. was ready to start an official organ, but it was found that they could not expect advertising from the trade and they gave up the idea. The wheelman who joins a body of organized wheelmen wants to get some tangible thing for the fee that he pays. The club paper puts him in touch with what is going on, interests him in the sport and gives him an interest which he shares with the others of the cycling world. No other return for his fee is so welcome. Dr. Gibson understands this very well and we have no doubt he would have shown better results if the manufacturers had been willing to support, with advertising, a paper that would go to riders of the wheel. We are speaking from an experience of thirty years as Secretary of an organization that at one time had

104,000 members and conducted an official organ that had a circulation of 110,000.

The above was written for insertion in our last issue, but was crowded out. In the meantime the office has been removed to Akron, Ohio. Mr. T. R. Thomas is the new Secretary and we have promise of prizes for new members and good work in the interest of the Federation. It is expected that by the end of the year the F. A. M. will have 10,000 members.

The Nylaw, of New York City, held its October meeting on Saturday, Oct. 13, at the Crescent Athletic Club House in Brooklyn. There were present Chairman John B. Kelley; Vice Chairman W. W. Share, C. J. Obermayer, Walter M. Meserole, Wm. M. Frisbie, Wm. H. Hale, George T. Stebbins, Dr. L. C. Le Roy. The fruits of the table were succulent and satisfactory and were neither meatless, wheatless nor eatless and they therefore engaged very much attention from the table round. There were several speeches, some of which were wordless and some needless. Mr. Obermayer congratulated the Nylaw upon its record for endeavor and for gratifying results. "They tell us," he said, "that our work is done and that we had better retire to obscurity. Not while we live! We have a glorious record and it is our right that we enjoy it to the limit. Living over in our memories the delightful experiences of the past is very much more enjoyable than struggling with the problems of the present. The peaceful days of the wheel fill us with delight to a greater extent than does the horrible news of carnage from across the water. We are not of the fighting age, but we are all doing our bit, as witness the liberty bonds that we have stored away in our stockings. There are many organizations of old-timers just like ours and some day, in may be, that we shall form a federation of such clubs. The Nylaw stands for good works in the past and for ripping good times in the present, and for my part give me the delightful past, and the joyous present, and as for the doubtful future we'll gladly take what is in store for us and put all the pleasure into it that we are capable of creating."

And the party in recognition of the orator's cheering words joined in the slogan, "So say we all of us!"

Chairman Kelley opened a budget of stories, and Prof. Share gave a handful of advice. George Stebbins made a witty speech full of nuggets of laugh provoking incidents. There was a lot of talk and a lot of good cheer. It was voted to hold the usual summer tour in June, and to make it a four-day trip through the Adirondacks where "every prospect pleases and only man is vile."

And then to home and pleasant dreams.—J. B. K.

Sept. 29 New Hampshire celebrated "Good Roads Day," the newest addition to the semi-official holidays of the Granite state. Gov. Keyes in his proclamation to the people says: "The fact is generally accepted now that improved highways are not costly luxuries, but are economic necessities, and that the prosperity, public spirit and enterprise of a community are evidenced correctly by the condition of its roads."

Good Roads day was first celebrated last year and it so successfully done at that time that now the holiday is regarded as a fixture. When New Hampshire began its road system it built mostly gravel roads. In 1905 all but three miles of the construction was with gravel. Then macadam came in vogue for several years and in 1910 there was built almost 50 miles of macadam. This construction fell off in the last few years and the engineers have gone back to gravel as the material for roads. About 94 miles of new boulevards are graded or earth roads, almost 1,000 miles are of gravel, 185 miles are macadamized and about nine miles are of the new bitumen construction.

In 1909-10 the state only spent \$23,000 in maintaining the condition of the roads; in the last two years it spent \$630,000, and besides this the towns which formerly spent nothing on state roads spent \$290,000 in maintenance alone. The cost of construction work to the state and towns combined during the past two years was over a million dollars. These figures in some measure explain why New Hampshire has a holiday known as Good Roads day and why all

her citizens are so proud of the boulevards to the White mountains and the beaches.

Announcement is made that the fifth annual National Motor Show of Eastern Canada will be held in Almy's Building, Montreal, from Jan. 19 to 26, 1918. As usual, there will be a department for motorcycle and bicycle exhibits and it is expected that all the larger Canadian manufacturers and distributors will have comprehensive displays.

A new club century was recorded on Saturday, October 6 by William Winqvist, national financial secretary of the Century Road Club Association. He rode the 100 miles in a total elapsed time of 5 hours, 27 minutes. The course was from Long Island City east to Jamaica, Amityville, Patchogue and Bellport, at which point 70 miles was recorded and returning through Islip, Babylon and Lyndhurst checked up at the latter place with a trifle over 100 miles on his cyclometer.

The Newton Bi Club held its fall gathering and dinner at Marliave's Restaurant on Thursday, Oct. 18. It was "ladies' meet," and the brilliant costumes of the "girls" vied with the sober black of the "boys." There were no speeches. The men allowed the ladies to do the talking and they were equal to the task. Everybody present had ridden a wheel in the past, two of the gentlemen had scored record performances on the path and on Corey Hill and one had made the first American century on the wheel. A large proportion of the club membership, though no longer young, have not given up riding.

Do you take a magazine? Why not order through us and get a discount?

The price of the Thanksgiving turkey will roost high this year. Looks like a soar above 60 cents in our domain.

At the Newark Velodrome on Sept. 16, there was run, among other races, an "Old Timers" one mile race open to those who had not competed for five years. It was won by Major Taylor, the old time colored rider, of Worcester, Mass.; Arthur Ross, East Orange, N. J., second; John M. Chapman, Atlanta, Ga., third; Howard Freeman, Portland, Ore., fourth; time, not taken. There were not so many old timers in the race as there were on the side lines. John S. Prince, Senator Morgan, "Birdie" Munger, Charlie Murphy and Nat Butler.

A National Cycle and Accessories Show will be held in the Coliseum, Chicago, from February 18th to 23d, inclusive. In connection with this show a new departure will be made, as there will be combined with it a Sporting Goods Exhibition.

Looking at a railroad platform filled with soldiers in khaki and their sweethearts come to bid them bye, we noticed that the soldiers had use for their arms before going across the water.

The regular toast to the departed at the club banquets is called the "silent toast," but they don't give it with the deaf and dumb alphabet.

Jack Frost is coming in battle array to cut down the ice bill.

Times have changed things. There were no automobiles in the W. A. T. H. of 1879, and all rode bicycles. In the tour of 1917 there were five out of thirty men who rode the wheel and the rest were in autos. Is this a step forward or backward.

It used to be us wheelmen; but now it is the millionaire that doesn't want to be punctured by the tax.

The Boston Bi Club will celebrate its fortieth anniversary next February. It will be a grand event. The only

cycle club in the U. S. that can do it, but others will have a chance later. The B. Bi C. will show the way.

The Wheelabouters of Boston saw some very beautiful specimens of autumn foliage. One field was completely surrounded by a fringe of maple trees showing a crimson exterior.

Now don't you put your wheel away, you've time for lots more fun; the white man's summer's gone, but soon there'll be an Indian one.

Statement of the ownership, management, circulation, etc., required by Act of Congress of Auguts 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for Oct. 1, 1917, State of Mass., County of Middlesex.

Before me a Justice of the Peace in and for the State and County aforesaid, personally appeared, Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgages, or stockholders.

Signed, Abbot Bassett, Newtonville.

Sworn to and subscribed before me this 24th day of September, 1917, Charles A. Drew, Justice of the Peace. My commission expires Sept. 11, 1919.

In riding away from home always bear in mind that the way back will be somewhat longer.

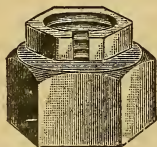
Sterling Elliott, at one time President of the L. A. W., is now at the head of a four-story factory in Cambridge, Mass., and working for the U. S. Government. He has a contract with Mr. Hoover to cut thirteen million stencil addresses which will be used to send food facts to the housekeepers of the land. They are not to be made of hickory. Uncle Sam will furnish the stamps.

The makers are talking of making a million bicycles next year. What a chance to put a big tax on wheels and get a big sum.

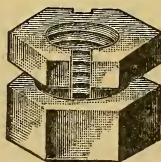
The L. A. W. workers are working in Penn. After working hard for many years they have succeeded in taking off turnpike tolls between Reading and Harrisburg. It has been a long job.

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is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

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City and State,

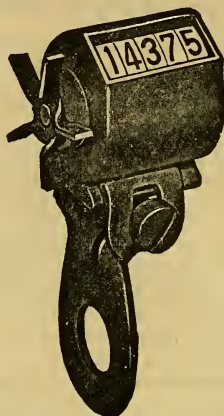
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To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

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Hartford, Conn.

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369



OFFICIAL BULLETIN AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

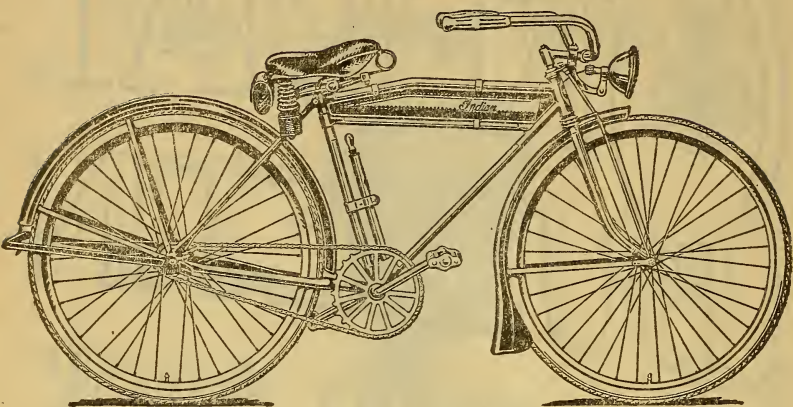
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DECEMBER, 1917

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ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat
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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston,
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Vol. 15. No. 12 DECEMBER, 1917

5 Cents

JUST AHEAD COMES SWEET SIXTEEN.

With this number will close Volume 15 of the O. B. We hope that our sixteenth will be just a little sweeter than all that have gone before.

This is our Christmas number. We have to reach forward a bit to hail the day, but we cannot ignore it.

It is a hopelessly trite topic, say the unthinking, that of the Christmas festival. The greetings are perfunctory. The making of gifts is a burden. The day has lost its old significance. There is a bitter irony in speaking of "peace and good will" when a large part of the world is at war. The day has undoubtedly lost much of that peculiar sanctity and mystery with which it was once invested—much, but by no means all—and to some extent its domestic and social cheer has been transformed into less joyous conventionalities and "functions." As for the reign of peace upon earth it has been observed in more than one war that the biggest battles are apt to be fought upon Sundays, wherefore we could scarcely expect the Christmas season to be exempt from strife. But let us not shrink from the charge of triteness. What is there that is great, important, beautiful, enduring, that is not trite? The splendors of sunrise and sunset, which animate the pens of poets and the pencils of artists, are repeated day after day with the me-

chanical regularity of clockwork. The majesty of mountain or ocean is the most utter commonplace. Ambition, sympathy, love and all the passions are as old as humanity itself, and as common. Nor is there anything within our conception more common, more universal to human experience, more familiar, more trite, if you will, than those most inscrutable of all human mysteries which we call life and death. If thought and conversation are to avoid topics that are trite, they must avoid all that are of unfailing interest and universal importance.

About 300 A. D. a boy was born in Lycia. His parents called him Nicholas, but—so the chronicles tell us—though that was a man's name, he preserved the nature of a child, for he chose "to kepe vertues, meknes, and simpleness, and therefore children doe him worship before all other saints."

The modern child's "Santa Claus" is a Dutch contraction of "Sankt Nikolaus." "Sank-ni K'laus," and the saint's custom of giving presents secretly and in the dead of night is the development of a deed of charity he performed when he assisted three young women out of grave misfortune by tossing three well-filled purses into their bedroom long after they had retired.

Thus, Santa Claus comes about when the children are asleep and gives them their hearts' desires. St. Nicholas's Day was originally December 6th, but later it was confounded with Christmas.

The idea that St. Nicholas was an old hoary-bearded man comes from the ancient representations of Saturn, who was pictured as a patriarch, and also from the confounding of the Christmas saint with Father Time, who has always had his special day, on New Year's Eve, a week after Christmas.

The proposed union of the Cyclists' Touring Club and the National Cyclists' Union of Great Britain was not popular, and at the Council meeting of the C. T. C. there was no second to the motion made in its favor.

The toughest luck I ever had in my life, Jedediah, was some years ago when I seed the prettiest girl in town standin' under a sprig o' mistletoe and me with a cracked lip.—Uncle Joe Kerr.

The magazine new year is open and the new prices are announced. A subscription to a magazine is a good Christmas gift. See our catalogue.

Never look a gift motor-car in the sparking-plug.

"Getting ready for Christmas?" "Yep. We've finished our Thanksgiving turkey."

They say that nobody loves a fat man; but how about Santa Claus?

Snow is a white page in the book of nature. We get it after nature has turned the leaves.

Of the renewals due in October, we secured all but one, and that one is sure to come to us later. Of the September renewals we secured all but one. We are also sure to get that one. Some of the old fellows are late, but we always get them.

Esstee and others have been trying for years to get the younger riders into the L. A. W. When the younger riders form clubs conduct club runs and engage in tours, the League will appeal to them. Several old-time wheelmen are urging an uplift of the L. A. W. by the introduction of young blood. No one will interfere with their efforts. In Massachusetts we have many "active" clubs, but the members are not young, nor are they riders of the wheel. The seat of their growth is in their hearts.

In the early days of cycling the firm of Iliffe and Sturmey, of Coventry, England, published the best cycling paper on the other side of the water. Wm. Iliffe was the printer and Henry Sturmey was the editor. The Cyclist

was a great success and was a credit to both editor and printer. Mr. Iliffe died recently and left an estate of the gross value of £266,727. Neither editors nor publishers of cycling paper in the United States are in the habit of making such an exhibit.

When a feller's goin' through this life with a grouch on everythin' in sight, his Christmas absence is a derved sight more desirable then his Christmas presence.—Uncle Joe Kerr.

The six-day cycle race at Boston was a financial failure. The receipts were far below those of last year.

According to the National Automobile Chamber of Commerce, 40 per cent of all the automobiles sold last year were sold to farmers.

In the earlier days of cycling the editor had to run up against a dearth of cycling news in the winter months. The dearth can now be spelled without the fourth letter.

Although it may seem incredible, it is a fact that many years ago Christmas was considered a superstitious festival, and was stopped from being held by the hand of the law.

When Oliver Cromwell was Protector he ordered all the most important towns in England not to observe Christmas, as he considered it to be a hurtful custom, and commanded that all the markets were to be held on December 25th. Naturally, this created a great stir among the country folk, and they determined to refuse to obey his extraordinary law, which he tried to enforce, but to no purpose.

George M. Hendee, at one time King of the Path and later the President of the Hendee Mfg. Co., has announced his intention to take up Y. M. C. A. army work in France. He has obtained his passports and will sail as soon as a few final details have been arranged, carrying with him the title of a Y. M. C. A. secretary.

After retiring from active participation in the affairs of the Hendee Mfg. Co., Mr. Hendee devoted most of his time to developing his fine suburban estate at Suffield, Conn., where he has lived of late, but he continued to take much interest in Springfield civic affairs. He has been a progressive worker in the local Chamber of Commerce, and was vice-president of the body until the last annual meeting. In taking up work connected with the war, Mr. Hendee has followed the example of others connected with the Springfield commerce board. He has followed developments closely, and for some time past has been determined to devote himself actively to some branch of constructive work in the war theatre.

In the annual statement of the Ford Company the "good will" of the business is declared to be valued at nothing at all.

R. F. Foster, the bridge-whist expert and author of many books on card games, a prominent member of the L. A. W. in the early eighties, is now a motorist and a daily rider between home and office. He lives at Willow View, Conn.

G. K. Chesterton has, undoubtedly, had experiences, for he tells us that stout men are always good natured. He says, "They have to be, for they can neither fight nor run." Wonder if that is why we are asked by the government to conserve food?

WE WONDER HOW.

The editor of "The Bulletin," a monthly journal published by members of the St. Louis Cycling Club, in an editorial, gives utterance to his opinion regarding the present condition of the L. A. W. We know the writer as a good worker in the interest of the wheel, and we willingly give him credit for the most considerate intentions. He is one of the very few members of the L. A. W. in St. Louis.

"In the August 13th issue of the 'Motoring and Bicycling,' a single sentence makes mention that R. G. Betts made a plea for the revival of the League of American Wheelmen before the meeting of the various cycle trades organizations in the convention at Atlantic City recently. It is regretted that it was not seen fit to publish his remarks in full.

"Betts is a wheelman of the grand old school, and has ever been a faithful and very valuable standby. He carried 'The Bicycling World,' the oldest and for many years the only cycling publication in the country, through the darkest epoch of cycling. Indeed, it can be said that for some years the 'Bicycling World' was cycling's single faithful friend and defender."

(Esstee has been in cycling journalism since the summer of 1881, and he knows no period when the Bi World was "the only cycling publication in the country," nor when it was "cycling's single faithful friend and defender. Mr. Betts has not been a member of the L. A. W. for many years, and during the latter years of his membership he cherished a perpetual grouch against the New York Division L. A. W. and repeatedly emptied the vials of his wrath upon the heads of the hard working, loyal members of that division. All that was not work in the interest of cycling.)

"While we hesitate to enthusiastically proclaim for a revival of the L. A. W., we nevertheless feel that bicycling ought to be represented by some sort of national organization. Our hesitation is due largely, perhaps, when we recall our efforts to keep the L. A. W. alive. So many, and peculiarly enough, the trade in particular, seemed to take great delight in knocking the L. A. W. and its leaders at every opportunity. Why, we do not know. We can only remember the hard workers of the L. A. W. as that very fine type of men who gave generously in time and money with no thought of their personal interests, but with the single purpose of advancing an institution for the common good.

"It would seem only logical that the enthusiastic devotees of the wheel throughout the land, should be banded

377

together in some way. Every sport, every business, every profession, every kind of endeavor is represented by a national society. Why not cyclists? Are they not nationally organized in other countries?

"Inasmuch as the L. A. W. still exists, its rehabilitation would seem a comparatively simple matter. Its membership would greatly increase if all active cyclists and members of the trade would merely join it. Once its membership is composed of active cyclists, officers would be chosen who ride bicycles instead of automobiles."

(The writer of the above is a member of one of the bicycle clubs of St. Louis. For a rough guess, these clubs must have upwards of a hundred wheelmen enrolled. There are eleven members of the L. A. W. enrolled from Missouri. Why not begin the uplift in that State?—Esstee.)

"We pass this remark with no intent of casting any aspersions on the present incumbents, for, be it known, the L. A. W., as constituted at present, is merely a veteran wheelmen's mutual admiration society, kept together mainly to afford an opportunity of meeting at an annual dinner and swapping reminiscences. We know of no finer men than those who have been keeping the organization in a sporadic state all these years perhaps only, let us hope, to hand it over to a young, lusty, enthusiastic new generation.

"A prime requisite in rehabilitating the L. A. W. would be the establishment of a high class 'official organ'—a publication of interest to the average wheelman and one capable of exerting some influence in the uplift of the bicycle. That this is possible would appear, as articles from this modest little bulletin have been widely quoted in all sorts of places except the present day cycling publications. Of course such a publication as proposed would not be possible unless guaranteed some support from the trade in the shape of advertising space. This would not be a matter of charity, but a good business principle, if viewed from a purely selfish standpoint.

"Nothing can keep interest in cycling alive better than a large circulation of a good journal among active riders, and it has always been past our understanding why the

cycle trade takes such pleasure in curtly refusing even a very modest support of publications that are edited, read by, and kept on file by those who use their products. It was the keen enthusiast who developed cycling in the early days and nothing short of the keen enthusiast will bring the bicycle back to the position it merits.

"Among other things the L. A. W. would be the logical organization to exert a national control over road and track racing, which has ever been cycling's best stimulant.

"The idea of 'bringing back' the L. A. W. is one worthy of serious consideration and one that should bring forth an expression of opinion from various quarters.—G. L."

We have always welcomed criticism of the methods and aims of the L. A. W. and we very gladly give place to the above in our columns. The writer gives us very clearly the root of the trouble, but he does not provide the remedy. It is easy to pull down, but harder to build up. The boycott of the League by the trade is the great enemy to its progress. The boycott includes not only the L. A. W., but the C. R. C. and the F. A. M. We venture to say that the three bodies of organized cyclers would give to the trade more interested readers than all the trade papers put together. The five things which built the League from the beginning to a membership of 105,000 can no longer be employed—Wheelmen Rights, Touring, Amateur Racing, Good Roads, Cycling Clubs.

We are holding our ear close to the ground, anxious to hear the answer. Meantime the grand camaraderie, the good fellowship and the generous response that answers every cry for help that goes to the members, will be among our most cherished possessions. Our friend calls it a "Veteral Wheelman's mutual admiration society." Not so bad a dignity to arrive at when all is considered.

Century Run—The Fall century run of the Long Island Division of the Century Road Club Association was held Oct. 28th and proved to be a great success. More than 150 riders competed for the gold medals awarded for per-

fect scores. Hot competition was had in the five mile race held previous to reaching the dinner stop at Bay Shore, L. I. The so-called Pleasure Division started from Columbus Circle at 7 o'clock, A. M., under the guidance of Chief Pacemaker, George Steppello, Willard Knecht and Mayer Cigal reached Jamaica, the first stop, and met the Pleasure Division from Bedford Rest, Brooklyn, which was under the guidance of Irving Markowitz and W. M. Winquist. The combined divisions formed 80 riders, and with excellent roads to ride on soon reached Freeport, where refreshments were indulged in. Leaving Freeport and spinning along the Merrick Road to Amityville, thence to Babylon, where both Pleasure Divisions waited for the finish of the five mile race which the riders of the Fast Division were to engage in. While waiting for the race to finish a pole-climbing contest up a 25 foot flag pole took place. Three men succeeded in reaching the top:—George Steppello, L. P. Sattler and Edwin Jensen, but no others. The five mile was won by L. P. Sattler; Raymond Caldwell, second; Eugene Acklin, third. Leaving Bay Shore, the dinner stop, at 2 P. M., the Pleasure Divisions retraced the route along the Merrick Road to Belmore, to Hempstead, where a short stop was made. Then home to Brooklyn and New York. Fourteen cycling organizations were represented in the event. The Silver Loving Cup was won by the New England Wheelmen, which scored 41 points for the Trophy. The promoting organization did not compete for this Trophy. The run was not made up entirely of speed merchants of today, for among the seasoned veterans who rode were one of high wheel fame, George W. Dresser, who is proud to boast of being the only active and charter member of the Hartford Wheel Club. He has been a rider since 1884. Fred I. Perreault, also an old timer, a member of the Boston Bi Club, residing at Malden, Mass. He has won many a mileage and century competition. Patrick J. Lanphear, still another veteran of the wheel, who is the most active cyclist of his age, and rides between nine and ten thousand miles at an average of 25 miles per day for the entire year.—W. M. Winquist.

The Shore Dinner of the Veteran Wheelmen's Association of Philadelphia, held at Bookbinder's on October 25th was attended by about 45 veteran wheelmen, who discussed clams, lobsters, etc., with gusto. The President, Jerry F. O'Neill, acted as master of ceremonies. There were songs and speeches, the opening one being an eulogy on the popular O. S. Bunnell (who died last summer), by Harry Hochstader. There were also speeches by A. H. Allen, Herbert Bilyeu and H. D. Le Cato, who recalled old time race meets and runs. Marriott C. Morris spoke for the L. A. W. and urged active riding of the wheel. C. A. Dimon recited a poem feelingly and J. J. Crout gave a novel recitation. The annual meeting of the Association will be held next Spring, this being an extra coming together.

The fastest sprinter who ever crossed a bicycle was, in our opinion, Zimmerman, and he rode a 64-in. gear, while his contemporaries, as a rule, used about 80 ins. It was, to a large extent, the ability of using this gear which enabled Zimmerman to make common hacks of his contemporaries. He first came into prominence on a peculiar American bicycle called the "Star," which had the small wheel in front, and being direct driven, necessitated excessively fast pedalling. When Zimmerman changed on to the modern safety he recognized the fact that the man who has learned to pedal fast can continue to do so even when drawn out to the utmost at the finish of a hard-fought race; whereas, if using a high gear, when once he feels the pinch, he cannot find the extra power necessary to accelerate his speed in the last great struggle. It was this which largely accounted for Zimmerman's lightning sprint in the final quarter mile. He could move his legs until their action became like the vibrations of a sensitive spring, and that even when comparatively little power was left for pushing. His opponents on higher gears, who were also feeling the pinch, could not command the increased power necessary to drive the higher gears they were using, and so were beaten.—Irish Cyclist.

NATIONAL ASSEMBLY DELEGATES.

Under the Constitution, L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1916, gives to the States the number of representatives as below set forth:

New York, 9; Mass., 7; Penn., 6; N. J., 3.

Two each from R. I., Ill., Conn.

One each from Calif., N. H., Me., Mo., Md., Mich., D. C., Ky., Wis., Iowa, Me., Ind., Colo., Ohio. Total 45.

Article V of the Constitution provides for the nomination of candidates.

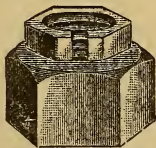
Sec. 3. Nominations for the office of representative may be made by not less than five members who shall file the same with the Secretary-Treasurer during the month of January:

The election takes place in March.

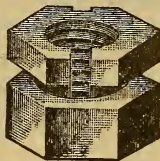
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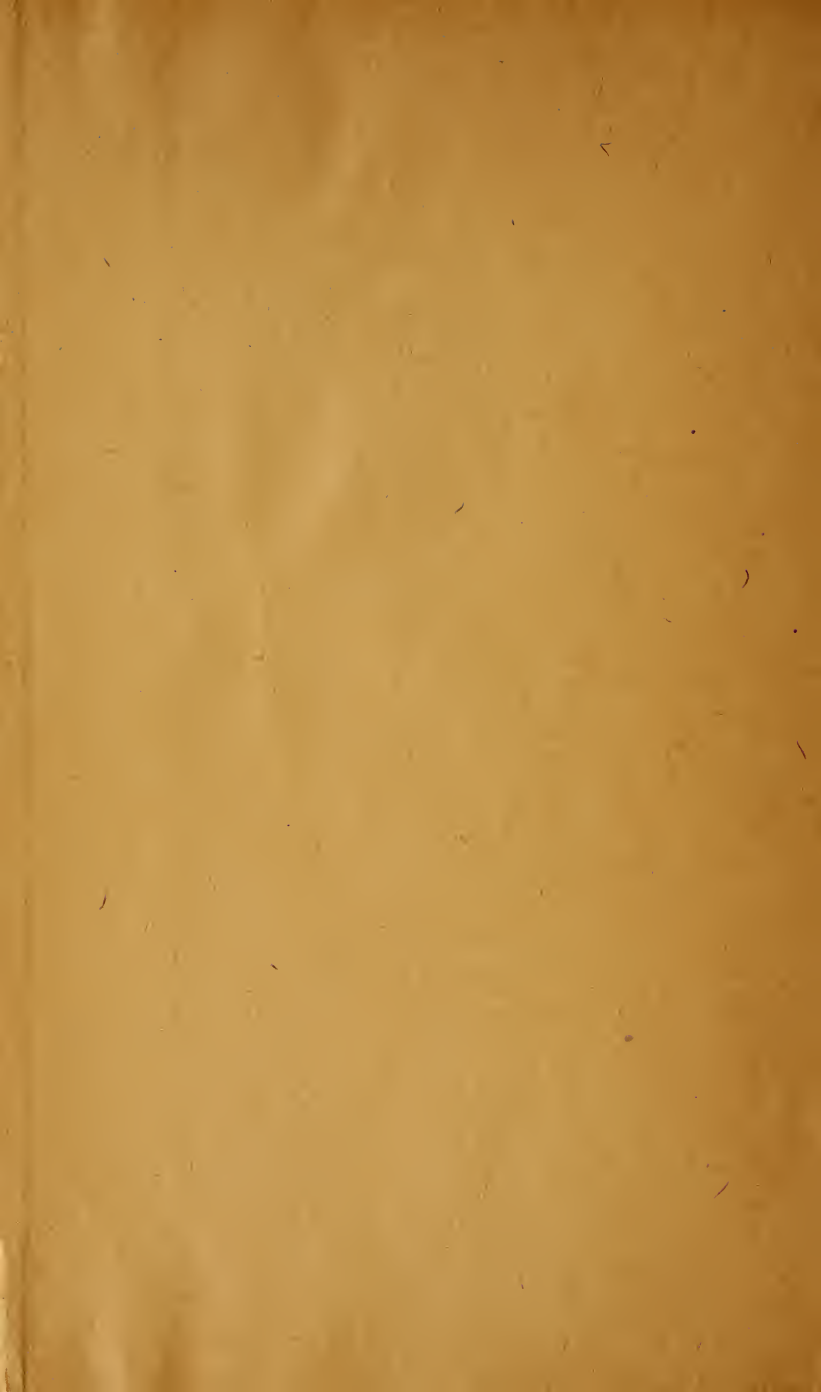
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